



Navy News

FEBRUARY 1998

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INSIDE THE MERLIN

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centre pages



CARRIERS PILE ON PRESSURE



BRITAIN'S operational aircraft carriers are heading for a Gulf rendezvous – carrying with them a strong signal to Iraq and a valuable extra dimension to the forces gathering in the region.

HMS *Invincible* was due in the Gulf as *Navy News* went to press, increasing the pressure on Iraq over the arrangements for United Nations weapons inspection teams.

And just days earlier sister ship HMS *Illustrious* sailed from Portsmouth, working-up as she made her way towards the Mediterranean and a planned meeting with *Invincible* in March.

Invincible and her RFA support ship *Fort Victoria* have been away from home for five months, including a high-speed cross-



● Pictured from the flight deck of HMS *Invincible*, supply ship RFA *Fort Victoria* follows the carrier through the Suez Canal, en route to the Gulf.

ing of the Atlantic before Christmas, but both ship and ship's company are in good shape, according to her Commanding Officer, Capt James Burnell-Nugent.

Speaking to *Navy News* from the Red Sea, Capt Burnell-Nugent said: "The ship has coped very well – we have had a long period in the Mediterranean, including

periods at anchor, so the ship is in jolly good shape.

"As for the ship's company, moods and opinions come and go, rather with the political mood.

"They were all keyed up after the high-speed transit of the Atlantic and the flurry of political activity just before Christmas, but then it all went a bit flat over Christmas itself.

"It looked like we were going to spend another month in the Mediterranean, but now we are on the way to the Gulf it has become more interesting."

The carrier will meet up with *Armilla* patrol ships HMS *Coventry* and *Nottingham* for exercises, and will then exercise alongside the American forces

Coventry in Gulf rescue

WHILE enforcing UN sanctions against Iraq, HMS *Coventry* – pictured on *Armilla* patrol – went to the aid of casualties on board a Cypriot tanker off Oman.

A medical team from the Type 22 frigate were airlifted by the ship's Lynx helicopter to help two of the tanker crewmen suffering from carbon monoxide poisoning. The casualties were flown hospital in Fujairah, where they were reported to be recovering.

■ Turn to back page

End of Cumberland gap



● This new picture of HMS Cumberland shows her back in business after completing the trials and work-up which followed her first major refit. The Type 22 Batch III frigate was in DML hands at Devonport for a year, during which all her weapons and sensors were refurbished, and the junior rates' accommodation improved.

Govt praise for medical services

PRAISE for the Defence Secondary Care Agency (DSCA) has come from Defence Secretary George Robertson for its work in providing effective tri-Service medical cover.

Recognising the difficulties faced, Mr Robertson said: "Government values very highly the Defence Medical Services, and the vital role they play in support of our operational units. I rank as particularly successful their support to the C-in-C in both Bosnia and Northern Ireland."

Minister for the Armed Forces, Dr John Reid, has endorsed proposals by the DSCA for a review to ensure Agency-manned hospital units can deliver care which at least

matches that of the National Health Service. The review is due to be completed in the spring.

Training ship scuppered in cash crunch

SHORTAGE of funds has forced the Marine Society to pay off one of its two training ships, the Jonas Hanway.

The former Royal Navy inshore survey vessel has been returned to the Ministry of Defence from whom it has been on long-term loan.

The 240-year-old Marine Society, the oldest public maritime charity in the world, will continue to operate its other ship, the Earl of Romney, to provide basic sea-going training for young people.

Yeovilton wins energy award

THE ROYAL NAVAL air station Yeovilton has become the first Ministry of Defence establishment to win an Energy Efficiency Accreditation Award since the scheme began five years ago.

The award was presented to Yeovilton by the President of the Institute of Energy, Prof. John Chesshire, at a ceremony sponsored by PowerGen at the Dorchester Hotel, London. It was received by Yeovilton's energy manager, Brian Clarke.

Frigate sunk for pleasure

AUSTRALIA has sunk one of her old frigates as an "adventure playground" for divers.

The paid-off ship HMAS Swan was scuttled in 30 metres of clear water in Geographe Bay in the south of Western Australia. The Swan, whose design was based on the British Whitby class, was launched in 1967.

Talks over minimum military age

BRITAIN is negotiating "an optional protocol" over UN proposals which, if implemented, would raise the minimum age of military service to 18.

Other nations are conducting similar negotiations before agreeing to ratify the Convention of the Human Rights of the Child, which contains clauses aimed at keeping children out of armed conflict.

Britain's minimum age for military service is 16, but young recruits are kept out of front-line units until they reach 18.

A Ministry of Defence spokesman said: "The Government wishes to ensure nothing will detract from the capability and effectiveness of the Armed Forces."

He also said reports that MOD was seeking exemption from any minimum pay legislation was speculation, but that the Ministry was addressing the question as to how the introduction of a minimum wage would affect the Services.

Transfer of command

COMMAND of the Type 23 frigate HMS Sutherland has been transferred from Cdr Martin Harriman to Cdr James Anthony Morse for the sake of an internal inquiry.

A Ministry of Defence spokesman said an internal inquiry required the participation of Cdr Harriman, and his command had been transferred to another officer during the inquiry.

New archive

A WORLD War II archive Shadow Over Devonport has now found an official home at Plymouth Naval Base Museum. The collection of recordings, photographs and video tape forms a permanent memorial to the lives and experiences of women living in a closely knit community affected by war and other changes.

Malaysian company pulls out of deal to buy destroyer

CAVALIER: FAR EAST PLAN CALLED OFF

BRITAIN'S LAST wartime destroyer will not after all go to Malaysia. Star Cruises, the company which submitted the only bid to buy HMS Cavalier has withdrawn its offer to the ship's owners, South Tyneside Council.

Star Cruises' decision follows five months of negotiating the removal of the ship from drydock at Hebburn to Port Kelang near Kuala Lumpur – a move which has been strongly opposed by the veterans of the HMS Cavalier Association.

The company has told the Council that the deteriorating economic situation in the Far East and the continuing opposition to their plan were factors in their decision.

South Tyneside Council says it is still committed to the disposal of the vessel and will now contact other organisations in Britain who previously expressed an interest in the ship, but no money.

A council spokeswoman said: "The withdrawal of Star Cruises is very disappointing. Perhaps now those who orchestrated the campaign to block the sale can come up with some positive proposals to allow the council to proceed with the sale of HMS Cavalier, which could still be sold for scrap value if no firm offers are received."

She denied reports that the council had received £50,000 as a non-returnable deposit from Star Cruises. "We are the smallest metropolitan borough in the country and we just cannot afford to maintain the ship, but we would love to see her in a permanent home and would welcome any help the HMS Cavalier Association can give."

The Association sees the Star Cruises withdrawal as a reprieve for the ship, but recognises that the battle to save her is far from over.

"We have got to go on with our campaign to save the ship, perhaps even more so now," said Association president, Rear Admiral John Hervey.

He said the Association would approach South Tyneside Council to try to work with them to find a permanent home for the destroyer. "We will be asking the Government to take some sort of initiative. We're prepared to work with them very hard to save the ship and perhaps to raise some of the money which is going to be needed for her long-term upkeep."

The Association is planning a rally in Trafalgar Square in April which would culminate in delivery to 10 Downing Street and to the Ministry of Culture a petition pleading for Government support.

Meanwhile, the campaign has become more complex with the creation of a new fund-raising group – The Friends of HMS Cavalier Trust, who have an ambitious appeal target of £1.7 million, the estimated cost of setting up and maintaining the ship as a tourist attraction at a British port.

Last year the Cavalier Association raised a £20,000 fighting fund, donations to which may be made through transfer to bank account 00446158, sort code 11-08-18. The Friends of HMS Cavalier Trust are asking for donations to be sent to them at 7 Miz Maze, Leigh, Sherbourne, Dorset DT9 6JJ.

■ Letters – page 7.



● HMS Monmouth approaches Cape Town and Table Mountain during her African deployment. The Type 23 frigate is due to return to Devonport later this month.

UNCOLLECTED SALVAGE MONEY DATES BACK TO 1983

CREW members involved in the following salvage operations may not have received payment as they could not be traced by the payment authorities.

Claimants should write to Mrs J. Heal, AFPA Centurion, FNPP(Acs)2C, Centurion Building, Grange Road, Gosport Hants PO13

9XA.
Lochalish Ferry.
Cockchafer/Criccieth/Cairn, Dec 1988.
Cruise ship Europa and mv Inchon Glory HMS Peacock, April 1992.
Tanker Seastar HMS Plover, April 1992.
P&O Pride of Winchester, RMAS Bustier/Powerful Aug 1992.
mv Danica Green RMAS Salmoor/Collie, helo crew HMS Gannet, diving team, salvage officers, May 1993.

Assistance by RMAS

mv Merca Horana HMS Brilliant, Mar 1989.
mv Atlas HMS Hermione, Mar 1989.
Yacht Sprint HMS Ark Royal, Jul 1990.
mv Hallina RMAS Criccieth, Nov 1990.
World Hitachi Zosen HMS Campbelltown, RFA Gold Rover, Apr 1992.
MT Fair Play HMS Hecate, Soberton, Oct 1989.
mv Drastierious HMS Hermione, RFA Olin, Jun 1989.
Eastern Falcon RMAS Sealyham, Capable, Mar 1989.

Iv Emily Jane RMAS Faithful, Sep 1987.
mv Ebn Majid HMS Osprey, Euryalus, Edinburgh, Alacrity, Argonaut, Galatea, RMAS Kinbrace, Jul 1986.
mv Ocean HMS Anglesey, Jan 1986.
mv Antrim Princess RMAS Rollicker, Dec 1983.
Hermes RMAS Capable, Sealyham, helicopter crew and ground maintenance team, harbour launch CY4 and lighters 1406 and 1409, Jun/Jul 1994.
Our Holly Anne HMS Shetland, Mar 1991.

Rivers sold to Brazil

FOUR more River-class minesweepers are to be sold to Brazil when they come to the end of their RN service this year.

IN BRIEF

HMS ARUN took time out from her busy patrol routine to host Sea Cadets from County Antrim and County Down during a Sea Day in Belfast Lough. She presented a cheque for £150 raised by the ship's company to the RUC Widows Charity of Northern Ireland.

THE ROYAL Hospital School's Band and Choir will give a gala concert at Portsmouth Guildhall on March 8 in aid of the Lord Mayor's Meridian Trust. Call 01705 824355 for tickets at £5.

THIRTY-NINE years after the introduction of the Radio Supervisor, the last professional qualifying course graduated from the Communications Faculty at HMS Collingwood. Future source branch communicators will attend the Petty Officer Communications Operator courses, starting in June.

WINNER of HMS Drake Food Service Dept's annual Christmas Cake competition was Mr Tony Wade with LCH Jan Flander as runner up. All entries were donated to local old people's homes and schools.

The vessels - HM ships Arun, Blackwater, Itchen and Spey - are to join three other ships of the class transferred to the Brazilians in 1995.

All but Blackwater had been RNR ships, but now all four are members of the Northern Ireland squadron, in which they will be succeeded by Hunt-class vessels.

After the latest transfer, only one of an original 12 River-class vessels will remain in RN service - HMS Orwell which is a training ship for Britannia Royal Naval College Dartmouth.

Star dates in new season

THE ROYAL Star & Garter Home for disabled ex-servicemen at Richmond opens a season of concerts on February 21 at 7.30p.m. with a brass band recital conducted by Donald Hoskins. For further details call 0181 948 8865.

Drop in on the Ocean

THE DUKE of Edinburgh paid an informal visit to HMS Ocean - taking the opportunity, as Captain General of the Royal

Marines, to view the Navy's first purpose-built amphibious helicopter carrier. Appropriately enough, he

arrived by helicopter at Walney, before transferring to a Range Rover for the short journey to Buccleuch docks and up the ship's ramp directly into the vehicle deck.

There he was met by HMS Ocean's commanding officer Capt Bob Turner and GEC Group managing director Brian George.

During a short tour that included the hangar, aircraft lift, flight deck and bridge, the Duke met a number of the ship's company, including the Heads of Department who updated him on progress with the ship, which can carry 12 troop-carrying helicopters and up to 12 Lynx helicopters.

She can also act as a landing pad for Chinook helicopters and 12 Sea Harrier strike aircraft and carries four assault landing craft.

The Duke, seen here talking to HoDs (left to right) Cdr Frank Sherlock, Cdr Frank Brazier and Cdr David Marsh, returns to Barrow-in-Furness with the Queen for the formal naming ceremony on February 20.



Show stealers

TV presenter Carol Smilie with (left) Cpl Bugler Kevin Tullet and Bugler Mark Hill at the opening of the Boat Show at Earls Court.

The RN stand (in which Navy News had a corner) was its most impressive and imaginative yet, - a giant Trident submarine housing a range of hands-on electronic gadgetry and a monster video wall.

It was later visited by the Princess Royal and her husband Capt Tim Laurence, here talking to its proud OIC, Lt Cdr Mark Warlow.

Watch out for it again at the Birmingham Boat Show, at the National Exhibition Centre from February 14-22. Pictures: PO(Phot) Jon Garthwaite.



Blowing hot and cold for Cornwall

HMS CORNWALL leaves Plymouth to relieve HMS Monmouth off West Africa this month (see page 2).

After a visit to Stavanger, Norway, the Type 22 frigate had earlier paid a routine five-day call at Newcastle, when 1,300 local people toured the ship in the space of two and a half hours.

Queues had formed long before she was open to visitors and afterwards an impromptu concert was given in the hangar by the local British Legion Male Voice Choir.

The ship hosted a highly successful Careers Forum, inviting local headmasters and careers advisors on board to a presentation by members of the ship's company and Naval Recruiting personnel. Several groups of Sea Cadets, schoolchildren and potential officers candidates were also welcomed on board.

On departure, many of the crew took the opportunity to invite their fathers and sons to sea for the passage to Devonport - despite the rough weather. She's off to warmer climes now, anyway.

They shouldn't do it to a vetter . . .

THE DEFENCE Vetting Agency last month started a new process of self-evaluation - putting the boot on the other foot, for once.

"What image does the DVA conjure up for you," it asks in a survey of its customers.

"Do you think of a professional, confidential service providing the necessary reassurance that the people who have access to sensitive information are trustworthy?"

"Or do you think solely of men in raincoats asking embarrassing questions?"

If you are not a regular customer of its services or have not been vetted but still wish to make your views known, contact the DVA head office on 0171-218-6804 and ask for a questionnaire. And be honest.





Drafty... The Medical Branch



Are you fit for promotion?

THIS MONTH'S Drafty article is going to take a look at some current medical issues. Firstly, there is one general issue that needs to be aired.

Leadership course criteria are clearly explained in Chapter 4 of BR 1066 but, as a reminder, it is a requirement to have completed a leadership course for confirmation as a leading rate and for promotion to chief petty officer.

On receipt of a draft order for a leadership course, preparation time is all-important and divisional officers must ensure that two main criteria are met – confirmation that ratings have successfully undertaken a timed 2.42km run, and that they are in medical category P2 and fit for the course.

Notice

This must be completed 14 to 28 days before the course starts. Despite this statutory requirement, too many ratings are reported as being unable to undertake leadership training up to and within 48 hours of the course.

Additionally, ratings are arriving at RNSLAM incapable of achieving the timed run on the first day! While it is recognised that individual problems do exist, it should be borne in mind that it is NDD's responsibility to manage course attendance. Thus, the message is



that if you must comply with the 14 to 28-day rule on reporting each rating's ability. Those capable of passing and not able to get on an earlier course will not then be held up unnecessarily by those who hold a booking but are clearly not ready to attend. Now for the current medical issues.

Joint Service DCI J27/97, issued last year, explained how most medical technicians across the Services were to become subject to lead Service arrangements and that one Service will be responsible for the recruitment and provision of a particular specialisation to all three Services and for the co-ordination of all manning aspects of each career employment group.

The groups affected are pharmacy technicians and physiotherapists (now Army led) and radiographers and laboratory technicians (now RAF led).

The Army will also be the lead Service for operating theatre technicians but the RN will continue to provide for its own needs for the foreseeable future.

Now ten months into the transitional process, medical technician numbers in the RN are gradually declining and requests for Service transfer continue to trickle in. For those medical technician sub-branches remaining under RN responsibility, operating department practitioners numbers are expected to improve during 1998, with a healthy training pipeline in process, and the small number of registered mental nurses appear relatively stable. The few remaining health inspectors however, are the subject of a single-Service review, the results of which are expected shortly.

Commando MAs

For many reasons it has been a long and difficult struggle to achieve full 'commando trained' MA manning within the RMC. A particular irritation to those who join the RN as MAs is their lack of foreknowledge that service in a green uniform is a likely option.

One area that has hitherto been untried is to target young school leavers at the recruiting office to join specifically as RN Commando MAs. This new approach has been given the green light by DNR and should be in force by early February.

New recruits will firstly be asked to pass a two and a half day acquaint with the Commando Training Centre and if successful will begin with basic training at HMS Raleigh followed by the All Arms Commando Course. On completion, the successful entrants will be entitled to wear the coveted green beret. Professional medical



training will begin at the Joint Service Medical Training Centre near Aldershot.

This is the future approach. There is, however, still a requirement to target those MAs already serving. Only volunteers for commando training will be accepted – the recent short-term requirement (out of necessity) to draft non-volunteers compulsorily has now been stopped. There is a requirement, for regeneration purposes, to identify and produce MAs within the RN who have some basic level of military experience so that they may undertake a more closely associated military role in any future crisis or conflict. As a consequence, MAs will be drafted to CTCRM to undertake basic military awareness training and only those who subsequently volunteer to take further training will be placed on the commando course. Combined with this continuing RN approach, the Royal Marines have also agreed, as a short-term palliative, to allow up to 18 marines to undertake full RN MA training.

The first of these volunteers began training last September. They will remain as GD Marines with the award of an MA adqual and will then be drafted for a peri-

od of up to three years to an RN MA commando billet. Thereafter, they will be given the option to return to full Marine duties or to transfer into the RN medical branch.

QARNNS

Finally, following the Defence Costs Study, and to reflect changes in the employment of female personnel in the RN, it has been concluded that integration of the MA(Q)s and MA branches within the RN could be the most appropriate course of action.

MA(Q)s should be given the option of either transferring to the RN MA structure or remaining in the QARNNS structure until the branch fades out. Terms of Service for those MA(Q)s with a sea service liability who opt for transfer will remain unchanged except that they would become eligible for 20E.

Originally planned to commence on April 1, 1997, the integration is still awaiting formal approval, but if it is given, all new entrants and re-entrants would automatically join the RN MA structure. The DCI is expected shortly.

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Ocean's landing craft hit the beaches

THE ROYAL MARINES marked the acceptance of four new landing craft with an impressive beach assault at Marchwood.

After a brief ceremony at Vosper Thornycroft Southampton shipyards, the guests, including the head of the Royal Marines, Major General David Pennefather, saw the four new LCVPs (Landing Craft Vehicle Personnel) conducted the mock assault.

The 15-metre long craft, which are destined for the Royal Navy's new Landing Platform Helicopter HMS Ocean, offloaded troops, vehicles and equipment at the military port.

The craft have already been put through a series of demanding trials in temperatures ranging from minus 30 to plus 40 degrees Centigrade. The Mark V LCVPs are made of aluminium and can each carry 35 personnel and nearly two tonnes of equipment.



● One of the four new Mark 5 LCVPs which have been handed over to the Royal Marines. With an operating speed of just under 20 knots they are almost twice as fast as similar craft that are currently in Service. Picture: Vosper Thornycroft

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Watching over fish and men

ALTHOUGH the Royal Navy's Island-class offshore patrol vessels were built to protect fish, they are also charged with protecting people.

HMS Lindisfarne proves the point, combining the roles of patrol ship and search and rescue (SAR) platform.

The Christmas period saw her standing by as Duty Fishery Protection Patroller, at sea at the end of December and again early in the new year.

But the weeks before that saw her involved in two rescues.

Lindisfarne is one of six Island-class ships, built by Hall Russell at Aberdeen and commissioned into the Navy in 1978.

Based on the design of a large trawler, Lindisfarne and her sisters can be kept at sea in all weathers, and the class is used to patrol to the edge of Britain's fishery limits,

up to 200 miles from the coast, throughout the year.

Her primary role is to enforce British and European fishery legislation, and alongside SAR responsibilities she also has an environmental pollution control role.

Lindisfarne spent the first seven months of last year undergoing an extensive refit at Rosyth in Scotland, rededicating in July.

After post-refit trials, shake-down and training, the ship returned to her home port of Portsmouth to resume Fishery Protection Squadron duties.

Since her return to the squadron last October, Lindisfarne has carried out more than 70 routine inspections of vessels from five nations, two of them resulting in successful court prosecutions for illegal fishing.

She was instrumental in two SAR operations, on both occasions reaching the vessel in distress before other rescue organisations.



● Home waters – HMS Lindisfarne sails from Portsmouth Harbour.

Trawler landed honour

FOR A name with so many historical echoes, HMS Lindisfarne has featured little in the annals of the Royal Navy.

In fact, the current offshore patrol vessel is only the second ship to bear the name of one of the cradles of British Christianity, an island off the Northumberland coast.

The first Lindisfarne, an Isles-class trawler built by Cook Welton and Gemmell, was authorised in 1942, making her debut for the Navy in June 1943.

She spent much of her time with the Plymouth-based

Escort Group C.

She was allocated to the Western (United States) Task Force and accompanied Force B at the Normandy landings on June 6, 1944 as part of Convoy FWL 39, winning the name's sole Battle Honour.

After the war, she was used for wreck disposal on the east coast, operating mainly from the ports of Harwich and Sheerness.

In early 1950s she was employed in anti-submarine and seaward defence work before being scrapped at Dover in the spring of 1958.

Facts and figures

Class: Island-class off-shore patrol vessel (OPV)
Pennant number: P300
Builder: Hall Russell, Aberdeen
Launched: June 1, 1977
Commissioned: March 3, 1978
Displacement: 1,260 tonnes, full load
Length: 59.5 metres
Beam: 11 metres
Draught: 5.2 metres
Ship's company: 38 (six officers)
Machinery: Two Ruston 12RKC diesels, one shaft
Speed: 16.5 knots
Range: 7,000 miles at 12 knots
Armaments: One Bofors 20mm Mk 3 gun
Countermeasures: ESM 'Orange Crop'; intercept
Combat Data System: Rascal CANE DEA-1 action data automation
Sensors: Navigation: Kelvin Hughes Type 1006; I-band

BATTLE HONOUR

Normandy.....1944

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AIRCRAFT OF THE ROYAL NAVY No 16



● The 'mighty metal monster' – a Barracuda II with an anti-submarine Mk III in the background.

Fairey Barracuda

ALTHOUGH widely unpopular among those who had to fly it – and those with an aesthetic sensitivity who had to watch it fly – the Fairey Barracuda is remembered with some affection as a result of a daring and successful attack on one of the world's most powerful warships of World War II.

In April 1944, 42 Barracudas flying from two aircraft carriers, HM ships Victorious and Furious, put the German battleship Tirpitz out of action by dive-bombing her in a Norwegian fiord. For the loss of three of their number they made 15 direct hits with 500 and 1,000lb bombs. Five more attacks by Barracudas were made on the Tirpitz during that year, though with somewhat less success.

The successful raid brought the Barracuda to public notice for the first time, yet the aircraft had been in service for over a year, seeing its first action in support of the Salerno landings in September 1943.

Designed to replace the biplane Swordfish and Albacore, the three-seat Barracuda first flew at the end of 1940, but production was delayed – among other reasons to make way for more urgently needed aircraft. It was not until January 1943 that the first aircraft, Mk IIs, reached a squadron – 827 based at RN air station Stretton in Cheshire.

Only 30 Mk Is had been built before the Mk II arrived with the more powerful Rolls-Royce Merlin 32 engine replacing the Merlin 30. Mk II

production totalled 1,688, while output of an anti-submarine variant, the Mk III, reached 752.

The Barracuda V – whose prototype was designated Mk IV – was powered by the Rolls-Royce Griffon engine, had squared wing-tips, strengthened airframe and greater fuel capacity. Too late to see front-line service, the 30 Mk Vs built – or converted from Mk IIs or IIIs – were confined to post-war training tasks.

Barracudas served with 22 Naval Air Squadrons, and apart from the Tirpitz raids, took part in attacks on Japanese installations at Sabang, Sumatra during 1944. Although designed to carry torpedoes, it seems the Barracuda never used the weapon in action.

However, the type had the capacity for a high payload and could carry a wide assortment of stores, including mines, depth-charges – and underwing pods to be occupied by paratroops (see page 6). Heavily laden Barracudas had to be assisted by rockets in take-off from small escort carriers.

After the war the Barracuda went quickly out of front-line service – but in 1947 took an extraordinary curtain-call. In December of that year, 815 NAS was re-formed in Northern Ireland, taking over 12 Barracuda IIs from 744 training squadron; thus the Barracuda flew on until 1953.

Barracudas were powered by engines ranging from 1,200 to 2,020 hp, with maximum speeds from 228 mph (Mk II) to 253 mph (Mk V). All variants had twin machine-guns in the rear cockpit.

The big idea:

Dave

Claire can't believe it! She's finally living in a house we can decorate! We bought it from Annington Homes, the company which is selling former MOD properties. And with my service and base discounts the price was unbelievable!

I've been given a bit of grief about my technique with a paint roller (apparently I'm slow). Still, the house is looking brilliant, and we're not arguing too much.

Anyway, you and Sue must drop by soon and check out my handiwork (map enclosed). I might even be allowed to slip out for a couple of swift pints!

Regards,
Steve



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Tri-plane trip-up

REGARDING your item in a recent issue about the "only flying Sopwith Triplane" being based at Yeovil.

Allow me to point out that this Society built a Sopwith Triplane from the original plans for the Shuttleworth Collection in Bedfordshire.

Powered by an original 130 hp Clerget rotary engine and finished as an aircraft of No. 8 Sqn RNAS, our Triplane has flown regularly at Old Warden since 1992.

As far as I am aware, it is the only authentic Sopwith Triplane flying in the world. — C. Page, Northern Aeroplane Workshops, Rawdon, West Yorks.

I AM a member of the NAW and worked on the aircraft which was built over a period of 17 years. Sir Thomas Sopwith gave the project his blessing provided the drawings were followed in every detail.

He also said that the aircraft should be classed as a late production model and take the next number off the production line.

Dixie's propeller and instruments are all original. She is painted in the correct colour of the period and carries the markings of No 8 Sqn. — A.W. Hodgins, Leeds.

Boyhood of Raleigh

IT WAS with great personal interest and memories that I read the article on HMS Raleigh (November issue), which I entered on January 17, 1940.

Your report giving the commissioning date as January 9 confirms my belief that I was one of the early arrivals.

How well I remember the huts, not to mention the sloping parade ground!

My class had an excellent instructor, CPO Dick Warren, who put forward my name as a candidate for an RNVR commission, which, after service in HMS Brilliant, I was granted in 1941, thereafter serving in corvettes.

One wonders how many other survivors there are from that entry which I recall included drafts from South Wales and Merseyside. — E.S. Jones, Surbiton.

People pods never popped for the SBS

THE IDEA of mounting people-carrying pods beneath the wings of Harriers (December issue) is interesting. However, I do not believe it is original.

When serving in Illustrious in about 1949 I remember one of our pilots recounting how, during the later stages of the war, a similar proposal was made for mounting pods beneath the wings of Barracudas, in order to drop members of the SBS on clandestine missions.

I particularly appreciated his thinking when he said that the pilot might have been ordered to 'Let go Starboard Watch of Marines' and then 'Let go Port Watch'!

I understood him to say that the idea was scrapped before anyone was actually dropped! — Maj A.J. Donald, Horndean, Hants.

Actually, the experimental Barracuda pods were intended for the dropping of paratroops and the Airborne Forces Experimental Establishment did carry out successful live drops. Each of the pods carried, sitting in tandem, two men who were released through pilot-operated trapdoors. The idea was abandoned because it was recognised that it imposed an unacceptable strain on the paratroopers, who would be closely confined for long periods. One Barracuda flew with an air/sea rescue lifeboat under its fuselage — but the type never appears to have carried a torpedo into action. — Ed.

Loyalty check

WITH REFERENCE to the article in the December issue about the last of the 'Loyals', I was surprised that no mention was made of the Royal Naval Auxiliary Service.

Loyal Chancellor and Loyal Watcher (which although being of the same class are not of the same mark, Chancellor being somewhat older and differing in some details from Watcher), together with the other units of this class were vessels of the now disbanded RNXS, from where crews were drawn as required.

The Royal Maritime Auxiliary Service's manning responsibility

was to provide, from time to time, a contingent of two to carry out routine shipkeeping duties alongside when the vessels were not in use.

With the demise of the RNXS these two vessels were transferred to the Inshore Training Squadron together with the four RNXS units of the Archer class.

The remaining vessels were either transferred to the RMAS or disposed of.

The last visible vestiges of the RNXS can still be seen in the form of the only black-hulled Archer-class vessels currently in service with the Inshore Training Squadron.

These are HMS Example, Explorer, Exploit and Express, transferred with their Loyal-class partners. — J.A. Nicholas, Poole.

Time to put athletics back on track

'ATHLETICS reaches new low'? This headline in *Navy News* recently shocked me as it must have done others. The Navy has always been the Cinderella of Inter Services athletics, but not to be able to field a full team in the Navy's home port of Portsmouth is abysmal.

I write as a reasonably successful athlete of the pre-war years, 1935-38. More recently, in the early sixties, I was chairman of the RNAA when we had as our president none other than the First Sea Lord, Admiral of the Fleet Sir Caspar John.

There was no question then of not fielding a full team but only of placating those who failed to qualify.

It might be a solution to ask the Commandant General Royal Marines to spearhead our revival. The CTC Royal Marines have won the RN Athletics Cup six years in succession. One can only admire the motivation and support which the Royal Marines as a Corps so enthusiastically give to all Navy sport.

The pundits will say that the modern sailor/Wren will not give up their weekends to compete. If this lamentable state of affairs is true, then we must revert to a mid-week fixture list but this will make it more difficult to arrange good opposition.

Good opposition is what we must have. If we cannot overcome the difficulties and field a full team, then the Navy must reluctantly retire from the Inter Service competition. This too would be abysmal.

Remember, a full team provides more opportunity in numbers for our people to represent their Service than any other sport. To achieve this, it needs the enthusiastic support of all commanding officers. I am sure that the athletes will respond — and really, we have so much talent. — J.R. Gower, Bath.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Martyr to early RDF

THE ARTICLE entitled 'All in a name' in the October issue is of great interest to the many friends of Pat Strathy who was the Canadian RDF officer in HMS Ajax and one of her few casualties as a result of a scuffle with some units of the Italian fleet in the Med in October 1940.

There is a Strathy Road in Ajax, Ontario.

Before the war, Professor E.F. Burton, head of the Physics Department at the University of Toronto, started to work with the Admiralty on the development of the new and very secret RDF equipment.

In one of his courses he had a small but very bright group of students, of which he apprised the Admiralty after the outbreak of war in 1939. Being extremely interested in this gold mine of potential talent, the Admiralty began moves toward corraling it into the Navy before the Air Force got them!

Pat Strathy was one of those students and in early 1940 he joined the Navy and proceeded to England to work with the Admiralty on the development of RDF. He joined HMS Ajax after her repairs following the Battle of the River Plate to oversee the installation of one of the first RDF sets in an RN ship and then to make it work. In mid-1940 Ajax joined Force H in Gibraltar and on October 13 he was killed by a chance shell which removed the RDF hut.

Pat had many friends from his student days at the University of Toronto, including some Canadian Raleighites who were then in training at HMS Raleigh for service with the Royal Navy. The news of his death came as a shock to us all and made us aware of the sacrifices we would all have to make before the war ended. — A.A. Macdonald, Willowdale, Ontario.

● HMS Thracian, captured by the Japanese after the fall of Hong Kong, at Yokosuka in 1945 — note the radar mast.



Trials of Thracian

I WAS interested in the letter concerning HMS Thracian (December issue). I enclose a picture taken of her at (presumably) Yokosuka which I found in the photo library of HMS Chaser when she paid off. How it came to be there I have no idea.

It looked as if she was used as a torpedo trial ship rather than as a patrol craft, being fitted with the large and, I believe, very successful Japanese torpedo tubes and no guns that I can see.

Strangely, her Japanese radar mast at the stern was very similar to that fitted to HMS Skate, a three-funnelled sister to Thracian, in the UK. — T.J. Vaughan, Emsworth.



Navy News

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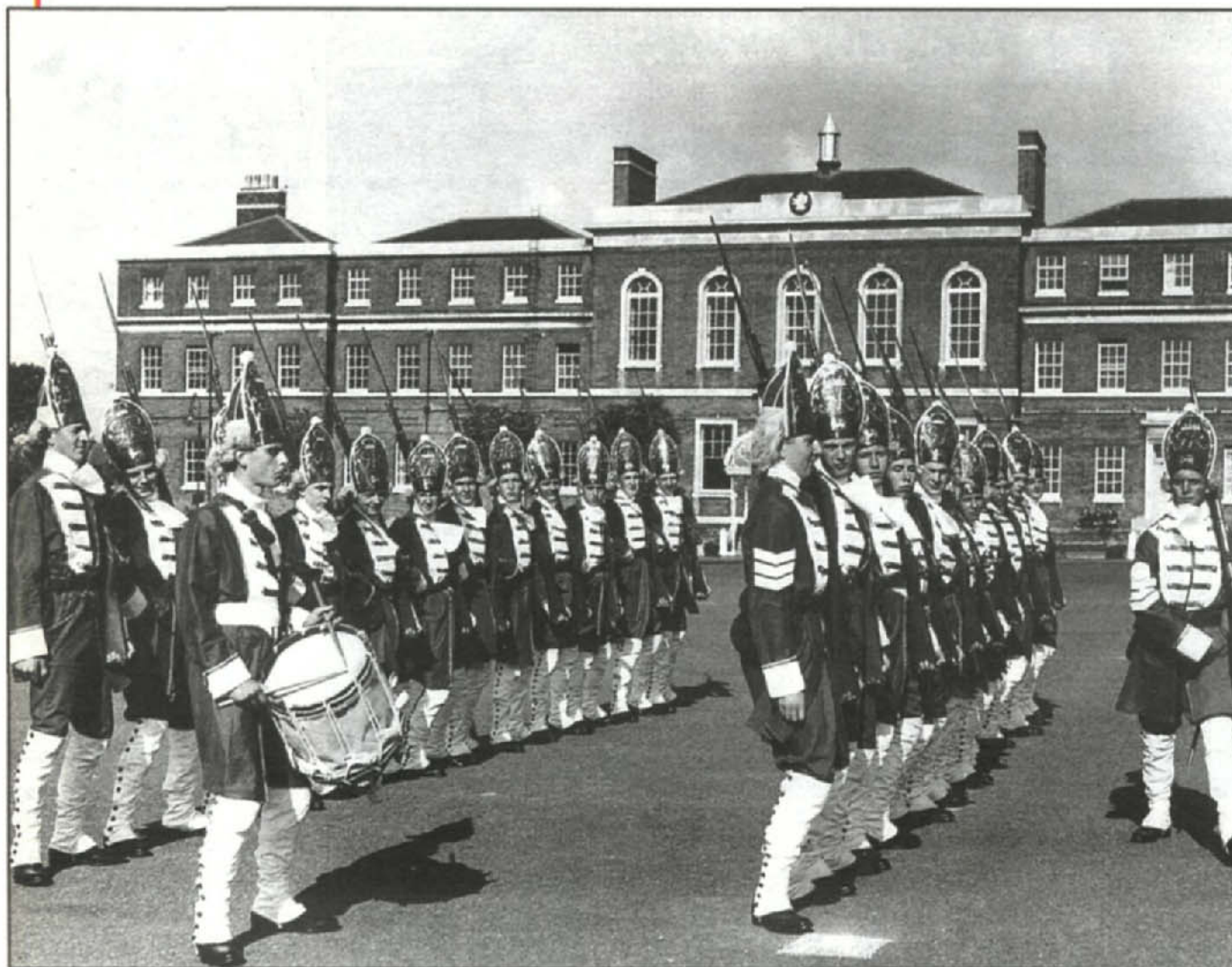
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LAST OF THE OLD GUARD



SEVERAL readers have written to disillusion D.Francis over his claim to have been the first Boy Guard Commander (December issue).

D.Rowbotham, of Scarborough, was an instructor at HMS Bruce and recalled when PO Boy Brydon was Guard Commander for the King's Birthday Review in 1949; M.H.Starkey of Fishguard and W.H.Smith of Stafford were so honoured at HMS Ganges in 1957; and M.J.Austin of Hartwell reported to George VI himself when he inspected the wartime boys establishment on the Isle of Man in 1945.

At first sight this picture sent in by Eric Wilding of Basingstoke goes back even further:

"As a Junior Electrical Mechanic at HMS St Vincent No 43 Entry 1961/62 I was instructed to perform the duty for the 'last of the Old Guard'. All of us juniors under training were dressed as a Royal Marines Guard of Honour of the 18th century, with muskets and drums, for a pageant or tattoo."

Lost in the ice, or maybe not

YOUR article on Sir John Franklin (December) stated that James Ross 'first pinpointed the magnetic North Pole'. This had been done decades before during many magnetic surveys. What Ross achieved was to be the first European to visit the magnetic North Pole.

Ross's Victory was not 'lost' but abandoned when he found the ice off the east coast of the Boothia Peninsular prevented his sailing north after three winters. Also not 'lost' was the supply ship Breadalbane. Its position was well marked by many witnesses and when it was 'found' by a Canadian expedition they were in possession of its exact location.

As for the position of the missing Franklin expedition ships, HMS Erebus and Terror, I have several times walked over the ice and coastline of Victoria Strait and have studied the few hydrographical surveys of the area.

This has led me to the conclusion that the ships are probably very close to the spot beneath where they were crushed in the ice in 1848. At that position the ice pouring down the McClintock Strait collides with the north-west coast of King William Island and surveys show that a relatively deep basin has been carved into the seabed as a result.

Within a few miles to the south the bottom of the strait shelves sharply up to just a few fathoms and no wreck sunk in the basin could be driven along the sea bottom and up a severe slope in that (or any other) direction. Any suggestions that the ships were simply abandoned to drift southwards cannot explain why the ships' companies left the safety of the vessels in the April (ie, during the end of winter) nor the chaos that existed at the scene of the landing at Back Bay on King William Island.

Clearly, after 20 months in the grip of the ice, the ships were finally crushed and sank at great speed (the Breadalbane took 15 minutes to disappear in much less mobile ice). However, the 'experts' still continue to believe Inuit tales of ships being sunk to the south-west and east of King William Island and that is where a number of futile searches have been carried out. — Lt E.C.Coleman, Lincoln.

Letters

Cavalier — call for 'informed debate'

REGARDING Admiral Hervey's letter (January issue) concerning HMS Cavalier, the National Historic Ships Committee has never discussed the Mary Rose and is unlikely ever to do so for, as Admiral Hervey knows, NHSC deals only with vessels which are "substantially intact".

Admiral Hervey suggests the making of lists is irrelevant. NHSC is proud to have created the database to provide the first, comprehensive National Register of Historic Ships. 1,000 ship names are already recorded and a further 1,500 expected (which shows the number of larger historic vessels in preservation in the UK).

When that list is complete NHSC will be able to assess and evaluate, objectively and impartially, and then highlight the vessels of the very greatest historic, heritage or technological significance.

The true through-life costs in properly maintaining large ships as permanent exhibits (something they were never designed to be) are only being revealed as historic ships seek Lottery funds. (The cost of moving Cavalier is reported to be around £500,000, with annual costs of running an appropriate visitor centre with Cavalier as the main attraction at £325,000).

Have the supporters of Cavalier prepared a conservation concept to meet the Heritage Lottery Fund's requirement to "clearly demonstrate value for money in terms of heritage merit and public benefit"? Does a ten-year business plan, including recurrent major maintenance as well as ship husbandry exist?

Any bid will be made as HLF funds reduce but applications increase. Does Admiral Hervey really believe an unknown number of ships, competing — haphazardly — for the same funds, with the real risk that few will succeed because historic ship enthusiasts cannot agree a broad consensus on which historic ships are the most important, is the best way ahead?

An informed debate is needed (and NHSC will initiate it) but it must be conducted with accurate facts. — C.G.Allen, Secretary, NHSC, Portsmouth.

THE NHSC claims it gave no thought to Mary Rose. Of course, it is up to Capt Allen and his committee how they choose to interpret their terms of reference.

But, as a Portsmouth resident, he must be well aware that all the promotional literature issued to visitors by Flagship Portsmouth Trust invariably describes Mary Rose as an Historic Ship.

Therefore, she will be regarded as such by the public. And the Trustees of the National Heritage Memorial Fund, when/if they lash out another £29 million on her, will doubtless be under the impression that they are doing something important for Historic Ships.

So, any huge amount of new

money, needlessly put into Mary Rose, has to be to the detriment of other Historic Ships being preserved or coming up for consideration. Because it would be impossible for the NHMF trustees not to think of the money they have spent on her, when mentally balancing their books.

Thus, NHSC certainly ought to have a view about that £29million, whether asked for it or not. More particularly, since they may be establishing Government priorities between ship and ship in the future.

Moreover, failure to state this view is bound to be interpreted by the public as a green light for Mary Rose to get the extra funds. Funds which could be spent much better elsewhere, as we have suggested.

As to their list, we accept that NHSC needed facts, and that Government interruption of funding delayed the research work.

All the more reason for being suspicious about HMG's future intentions. If they really mean to do more for historic ships, once the list is complete, they should be starting to lay aside the money now. The list may well become a good guidebook of historic ships. But the acid test will be: has it saved more of them? — Rear Admiral J.Hervey, Alverstoke.

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People in the News



● LMEM Steve Rowden.

Drake team helps school with security

A SIMPLE idea put into action by HMS Drake has helped increase security at the base's namesake school.

Drake Primary School in Plymouth asked the Naval Base if it could help provide plastic name badges so that official visitors could be more easily recognised.

WO Pete Theobald of Captain Fleet Maintenance was happy to oblige, and directed LMEM Steve Rowden, among others, to produce the badges.

The idea was sparked when Steve Coleman, chairman of the school governors, visited Plymouth Navy Days and saw Steve Rowden making badges for visiting children.



● Family trio – (from left) Rachel, Russell and Adrian Piner at HMS Nelson.

Trio maintain link

THREE members of the same family are currently with the Royal Marines Band Service at HMS Nelson.

And the three – Adrian, Rachel and Russell Piner – are continuing a proud family tradition which stretches as far

back as the 18th century.

Corporal Adrian, a drum and bugle instructor, is involved in the training of his younger brother Russell at the old detention quarters, now the RM School of Music in Portsmouth.

Their sister Rachel – one of the first women to join the band service – is a musician playing clarinet with the RM Band, Portsmouth.

Their father Alan, currently serving as a Corps of Drums instructor with the Royal Navy of Oman in the Gulf, was a bugler in the RM Corps of Drums for 40 years, joining in 1953, and his father clocked up 47 years in the RM Artillery – the tradition goes back more than two centuries to John Pitcairn, a Marine who served with Capt James Cook.

And the echoes of the past extend to numerous pieces of drum and bugle music written by Alan which is still played.

"I'm very proud of the fact that they are following the family tradition," said Alan.

The newest recruit appears to have just as promising a career as his predecessors.

"Russell's doing well," said Adrian, known as AJ.

"All three of us were in the Royal Marines Light Infantry Cadets Marching Band in Gosport.

"There have been quite a few members of the cadets who have joined up over the past 13 years – in excess of 20, which isn't bad."

Special day for family

MALCOLM Hooper was a proud uncle – and dad – at a passing out parade at HMS Raleigh.

WO Hooper was attending the passing-out parade of his niece, WWTR Samantha Dennett, who had just completed her basic training.

Joining Mac was his daughter Joanna, who is currently under training at Britannia Royal Naval College, Dartmouth, as a Midshipman Supply Officer.

"It was fantastic that Joanna and I could be here to support Samantha on her special day," said Mac (45).

"The Royal Navy is a tremendous career for young men and women, and I'm thrilled that both the girls have followed me into the Senior Service."

Mac joined the Navy as a radar operator in 1967, later training to be a submariner.

He served on HM submarines Revenge, Swiftsure, Sceptre, Sovereign and Trenchant, and served abroad in Naples.

He is currently Building Controller and IT Manager in Plymouth Naval Base.

RN student wins prize

A NAVAL officer has won second prize in an engineering competition.

Lt Helen Ashworth (24), a student at Southampton University, won the prize in the Queen's Silver Jubilee Competition for a project entitled "An Investigation of the Foot Action in Breaststroke Swimming".

Helen received £450, a commemorative decanter and a reserved place at a conference.



● Lt Bryan Richards.

Safe pair of hands

SAFETY knowledge gained by a Naval officer and applied to a service-wide policy has been rewarded with a commendation.

Lt Bryan Richards joined the Chief Environment and Safety Officer (Navy)'s department in October 1994 to share his specialist Navy occupational health and safety experience.

He is the primary author of MOD(N) Health and Safety Management (BR9147), which forms the cornerstone of a coherent Navy-wide safety management system.

The document is recognised as an example of best practice by both the Chief Safety Officer (MOD) and the Health and Safety Executive, and has been adopted by all RN commands.



● These RN students were well-prepared when it came to an open-air course photograph – they were studying weather forecasting at the RN School of Meteorology and Oceanography. The four under brollies at the back – Acting PO Lynne Keeling, LW Debbie McKee, Acting PO Steve Murphy and LA John Brooks – were all on the PO's qualifying course at RN air station Culdrose. Seated in front are Cdr Andy Robinson, in charge of the school, flanked by two instructors, WO John Keeling (left) and Lt Cdr Peter Tunnicliffe.



● Cedric and Elizabeth Dickens.

Sailor fell for pretty Wren

CEDRIC Dickens fell for a pretty Wren during the war – and recovered from his bruises to marry her.

Cedric (81), the great-grandson of novelist Charles Dickens, and his wife Elizabeth returned to Portsmouth Naval Base on their Golden Wedding for old times' sake.

Cedric was cycling back to his ship, HMS Bleasdale, in 1942 when a pretty Wren driving a truck behind him caught his eye.

He looked over his shoulder, wobbled in a tram track and fell off. Elizabeth stopped to help, gave him and his bike a lift back to the ship – and romance blossomed. They married in January 1948.

Their visit included a wander down Memory Lane – or rather, Short Row, where they first met.

Ark's civic link is maintained

A CIVIC affiliation which dates from World War II was strengthened when the Lord Mayor of Leeds paid a visit to HMS Ark Royal in Portsmouth.

The people of Leeds raised £9.7 million in a week in 1941 to replace HMS Ark Royal III, which was sunk off Gibraltar by a U-boat.

The link was formalised in 1972 when the Freedom of the City was granted to the officers and men of Ark Royal IV.

Current Lord Mayor, Cllr Linda Middleton, was given a presentation and tour of the ship by commanding officer Cdr Malcolm Lewis, which included fire and casualty exercises.

The party also took the opportunity to see the Navy of old with a visit to HMS Warrior 1860, courtesy of CO Capt David Newberry.



● Special guests – Lord Mayor of Leeds, Cllr Linda Middleton (left) and Lady Mayoress Mrs Kathleen Thompson with Cdr Malcolm Lewis, Commanding Officer of HMS Ark Royal.

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BUILT IN UK

People in the News



● Len Fuller with son Charles.

A brief encounter

MOD COURIER Len Fuller dashes around the world – and occasionally manages to bump into his two youngest sons.

He just missed his third son James, a Royal Marine with 40 Cdo, in Jordan last autumn, although they did manage to meet up in Brunei in April.

But a routine trip to Cyprus for Len a Fleet Air Arm veteran brought him a surprise reunion with his youngest son Charles, a lieutenant in the Navy.

Seeing two Sea Kings from 814 Naval Air Squadron on the ground at RAF Akrotiri, Len inquired at the NAAFI, to find that Charles was there and could manage 20 minutes with dad before returning to HMS Invincible, which was just off Cyprus.

Home Club resident honoured after 40 years



● Cheers – David Watts, Home Club general manager (left), Lt Col Andrew Noyes (second left) and Cpl Bugler Bob Waterhouse (right) salute Clement "Sticks" Dodsworth at the newly-named bar.

Picture: PO(PHOT) Jan Brayley, HQRM.

Called to the bar

A FIXTURE in the Royal Sailors' Home Club in Portsmouth has been honoured with the renaming of another fixture.

The former Balcony Bar is now

known as the Dodsworth Bar to mark the 40th anniversary of Clement "Sticks" Dodsworth taking up permanent residence at the club.

And Sticks himself was kept in the dark about the move until the

new sign was unveiled at a special ceremony by Royal Marines Corps secretary Lt Col Andrew Noyes.

Sticks (86) joined the Royals in July 1927 at the age of 14 years and 11 months, and by the time he had completed his 23 years service he had risen to the position of Drum Major.

He served in a number of ships and establishments, including a four-year commission in HMS Ramillies during the first part of the war, then worked outside the

forces for a number of years.

He became a permanent resident at the club, close to the Naval Base in Queen Street, at the end of 1957. He is now one of only eight who live in, as the club provides hotel services for serving and ex-service personnel and their families.

Lt Col Noyes, representing the Commandant General Royal Marines David Pennefather, presented Mr Dodsworth with a bottle of port.



● Lt Cdr David George.

David comes down to earth after 33 years

A PILOT is hanging up his flying helmet after almost 33 years in the Navy.

Lt Cdr David George has amassed more than 5,500 flying hours in his log book, taking in Wessex and Gazelle helicopters.

David, holder of the Air Force Cross for Valuable Service in the Air, joined the Navy as an artificer apprentice in 1965.

Five years later he had completed his helicopter flying training on Hiller and Whirlwind aircraft, and after a Wessex conversion course he did a tour of duty as a "Jungly" pilot with 847 and 848 Naval Air Squadrons in the Far East.

He then did two years as SAR pilot on the old Ark Royal before becoming a flying instructor with 705 NAS – and an early member of the Sharks helicopter display team.

Further SAR work meant David flew the last operational aircraft from the Ark Royal.

His final position was as First Lieutenant of RN air station Culdrose.



● Close watch – POWEA Lees (left) and POMEA Badkin keep an eye on the progress of HMS Chatham's Executive Officer, Lt Cdr McCree.

Ships row for fitness...

NEW sports equipment has spurred one of the smaller ships to blaze a trail in a Fleet-wide fitness-competition while on an informal five-day visit to Portugal.

HMS Shetland now has a Concept II rowing machine and other gear, thanks to the RN and RM Sports Lottery, and the offshore patrol vessel immediately entered the Fleet rowing competition – the first small ship to do so.

More than half the ship's company – 20 people – rowed 1,000m each in a time of 1hr 15mins and 53secs, with S/Lt Paget clocking the fastest leg at 3mins 15secs.

■ STERLING efforts by HMS York's LPT Richy Gray should help keep the ship's company of the destroyer fighting fit.

Richy used all his ingenuity to bring in a wide range of equipment – including a Power Jogger, Air Stepper, Versi-climber and a specially-balanced weights machine – making it "the best-equipped gym in the Fleet".

And he negotiated use of extra space in the Type 42's stretched hull to squeeze all the gear in and give

gym equipment users a bit of elbow room.

The ship's company has responded to his "All Heart" initiative, with 40 per cent of them 'keeping fit' on a regular basis.

...and wealth

A 'RACE' against their own frigate in the Suez Canal netted the Petty Officers' mess of HMS Chatham more than £500 for charity.

Participants used rowing machines on deck to complete the 101-mile transit in 10hrs 21mins, raising £532 for All Saints Hospital Children's Development Centre in Chatham, Kent.

■ HMS ENDURANCE called on most of the ship's company for the Macmillan Challenge relays – 112 people took part in a 100km machine row as the ship sailed down the River Plate in South America or a 100-mile deck run, in varying sea states.

Fastest rower was Capt Jonny Norman RM, fastest runner was AB(SR) Brookes – while the Macmillan cancer relief charity gained over £250.

● Wow! – PO(EW) David Beattie spots some starfish during HMS London's NATO Standing Naval Force Atlantic deployment. The Type 22 frigate has travelled from the iceberg-scattered seas off Newfoundland to the tropical heat of the West Indies – a total of 33,000 miles during the seven-month deployment. Highlights included the recovery of an "abandoned" yacht in the Bermuda triangle – she had slipped her moorings a year before – and a disaster-relief exercise on the island of Vieques.



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Ice patrol – HMS Leeds Castle is pictured in front of the Nordenskjold Glacier in South Georgia.

Ship heads home

A RARE visitor to the UK returns next month.

Falkland Islands Patrol Vessel (FIPV) HMS Leeds Castle has been deployed in the South Atlantic for three years – making the incumbent the only vessel to spend so long away from home waters.

The last six months of the deployment has seen a side range of activities, demonstrating the capabilities of the 1,400-tonne ship.

A ten-day period of operational sea training in September put the ship's company through their paces, demonstrating their ability to deal with fire, flood, air and surface attacks, towing operations, boarding vessels and salvage work.

Normal patrol duties were then followed by Exercise Purple Strike, a week-long exercise in which Leeds Castle embarked 50 soldiers from the Duke of Wellington's Regiment, which virtually doubled the ship's company.

A break in Montevideo gave all a chance to shop, eat steak and



Eyes right – The Governor of the Falkland Islands, Richard Ralph, takes the salute as the ship's company of HMS Leeds Castle march past under the command of Lt Phil Dennis, the ship's Gunnery Officer.

Picture: SAC Ross Tilly (RAF).

enjoy some fine weather, then it was back to business and a fog-bound passage to South Georgia to resupply the garrison, transport members of the British Antarctic Survey, and do some sight-seeing.

Despite the isolation of the South Atlantic patrols, Leeds

Castle hosted several visitors including the Commander British Forces Falkland Islands, Brigadier Campbell, the Roman Catholic Bishop to the Forces, the Rt Rev Walmsley, the Provost Marshal (Army), Brigadier Fulton, and the Commander Joint Operations, Lt

Gen Sir Christopher Wallace – his first visit to an RN warship since his appointment.

Another visitor bearing gifts was Kent Messenger Group journalist John Pontifex; HMS Leeds Castle is affiliated to Hastings, a town served by the Kent Messenger stable, and John brought gifts from the ship's namesake castle.

December saw the ship's company parade the White Ensign through the streets of Stanley to commemorate the anniversary of the Battle of the Falkland Islands in 1914, when Admiral Sturdee defeated a German squadron under Admiral Graf von Spee.

Leeds Castle also exercised with HMS Brave, the Falkland Islands Guard Ship, before heading to Punta Arenas in Chile, where the ship's company hosted a Christmas party for orphaned children.

Leeds Castle was due to hand over to HMS Dumbarton Castle as Navy News went to press, and her passage home is due to take her to Brazil and the Canaries before arriving in Portsmouth next month.

Royals lend a hand



At your service – two members of the Royal Marines help out in the snow in Devon before they set off for Norway.

Training put to good use

THE ARCTIC came to the Royal Marines when blizzards hit Dartmoor.

Men of 42 Commando had been preparing for the snows of Norway, but ended up helping locals in the snows of Devon – and practising their newly-acquired driving skills.

Training exercises in Scotland and North Wales have helped members of 42 Cdo build up stamina and skills

for a deployment which will take them from Norway to Spain – bringing the logistical headache of two different sets of kit and equipment.

More gear than usual – enough for three months – must go in fewer containers, and the unit will also be taking along new Marines from CTCRM to experience some of the most testing conditions in the world.

Adventures in the Highlands

HIKING, riding, biking and driving were the challenges enjoyed by members of the ship's companies of HM ships Cromer and Inverness during a period of maintenance.

The group completed a tough 35km walk which took in the top of Cairngorm, as well as other low-level walks.

Horse-riding near Kingussie, 4x4 off-road driving and mountain-biking in Glenmore Forest completed the five-day expedition, which was blessed with fine weather.

Accommodation was in the Joint Services Scottish Recreation Centre at Rothiemurchus, near Aviemore; further information on prices and facilities is available from managers Doug and Meg Blair on 01479 861288.

If anyone is keen to organise an adventurous training expedition, Lt Cdr Kenealy, the Fleet Recreation Officer, can assist and advise on financial support and preparations; his number is Portsmouth Naval Base 24426.

Distress code fades

MORSE Code is no longer the official international language of distress.

From January 1, the 165-year-old system was replaced by the Global Maritime Distress and Safety System (GMDSS), an automatic system using satellites and radio.

Most major commercial and military fleets have long abandoned Morse, and the busy Coastguard station at Lee-on-Solent in Hampshire has not received a single Morse distress signal in two years.

But some countries will continue to recognise the code – Australia is not due to abandon it until next February, the date set by the International Maritime Organisation.

The Navy will continue to teach Morse code for signal lamps – when ships are within sight of each other it is still an effective and relatively secure form of communication.

There is also the need to understand Morse in case a Naval ship picks up a distress signal.

Safety first at Osprey

CIVILIAN drivers at HMS Osprey have completed another year of accident-free driving in vehicles from cars to coaches, ambulances to articulated lorries.

The Portland drivers, who received certificates from the Royal Society for the Prevention of Accidents, also completed a course in emergency (blue light) driving techniques held in conjunction with the police.

Sir Bedivere is transformed during dockyard programme...

● Bright spot – work on Sir Bedivere continues under lights at the Babcock Rosyth Dockyard.

Picture: Babcock Rosyth Dockyard Ltd.



Ship is out after long stretch

RFA Sir Bedivere is virtually a new ship after more than three years in Rosyth.

The 30-year-old landing ship (logistic) entered the Scottish facility in July 1994 for her ship's life extension programme.

Now, about to emerge from the Babcock yard, she is 12 metres longer, her accommodation has been altered, she has new engines and propulsion systems and other equipment has been upgraded.

The extra space in her longer hull gives more room for crew accommodation and embarked troops, plus space for ballast tanks and pumps and store rooms.

Her flight deck has been lowered a deck, her bridge has gone up a deck, and the accommodation block has shifted forward by ten metres.

These modifications, along with extensive replacement of steel in the hull itself, have pushed her displacement up from her original 5,770 tonnes to 6,700 tonnes.

She has two new engines, Stork-Wartsila turbo-charged diesels, and

her bow thruster has been replaced by a new unit giving twice the power.

Her weapon fit and communications facilities have been improved, and a new control and surveillance system has been installed, linked to an electronic management system on the bridge.

The strengthened bow doors are now hydraulically-operated, while the stern ramp, which still uses chains, is hydraulically secured.

A 25-ton crane has replaced the old 20-ton version, and the ship is now ready to operate Merlin helicopters on the aft flight deck and Chinooks on the vehicle deck.

Two of her lifeboats can be replaced by small landing craft.

Sir Bedivere has also become a "stealth ship" – her superstructure, including funnel, have been redesigned to reduce her visibility on the radar screen.

After sea trials, the ship is expected to be back with the Royal Fleet Auxiliary by the middle of the year, rejoining her sister ships Sir Geraint, Sir Percivale, Sir Tristram and Sir Galahad.

...as two vessels are planned



● All aboard – RFA Sir Tristram loads on British Army vehicles at Antwerp in Belgium.

New craft will boost core role

PLANS are being developed for two new vessels to be built instead of extending the lives of landing ships Sir Geraint and Sir Percivale.

The ALSL (Alternative Landing Ship Logistic) project team, based at Abbey Wood, recently joined RFA Sir Tristram as she freighted British Army armoured vehicles from Marchwood, near Southampton, to Antwerp in Belgium – a routine task for LSLs.

Team leader Charles Irvine said such visits were valuable: "It's very useful to meet the people on board, to get a cross-section of the views of the actual operators – they're not always the same, but if we put them all into the melting pot, we hope to come up with the right answer."

Mr Irvine said the new ships would be built to commercial standards to meet current and future legislation on safety standards.

Also with the team was Lt Col Chris Maneneott,

Royal Marines project advisor, who spoke of the types of amphibious requirements which were being examined.

"We're looking at these LSLs in operations with NATO, but perhaps more in the US style, unloading troops and vehicles further offshore."

"Facilities such as alternatives to the Mexiflotes, and a sheltered landing craft launching position aft, are being considered."

Along with the modernised LSLs already in service – Sir Tristram was stretched and rebuilt after sustaining damage in the Falklands War in 1982 – the new ships will play an important part in one of the Navy's three core strategies, that of amphibious warfare capability.

They will take their place alongside the three other new amphibious units scheduled to join the Fleet – HM ships Ocean, Bulwark and Albion.

WE WON'T LEAVE YOU STRANDED



The RNBT helps past and present Sailors, Royal Marines and their dependants.

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Helping Hands



In brief

Run ashore

FIFTY sporting types from HMS *Illustrious* ran a circuit around the Fountain Lake Jetty to raise cash for the ship's chosen charities.

The event was so successful that the CO, Capt Stephen Meyer, decreed it should be held every week!

Excellent job

STUDENTS from the RN School of Leadership and Management at HMS *Excellent* have been busy helping local charities.

In the six weeks up to Christmas, a number of groups visited the residential unit of Avenue House in Hilsea, Portsmouth, tidying gardens, raising flower beds and building a pond and pagoda.

Ride to Spain

THREE RN personnel from Portsmouth cycled 550 miles across Spain to raise cash for KGFS and the RNLI.

CPOPT Mal Badham from HMS *Collingwood* and Lt Cdr Jim Drury and WOPT Evans Turner from HMS *Excellent* teamed up for the ride.

They were supported by HMS *Dryad*'s Dave Stephens and took just four days to complete the trip from Bilbao to Tarifa, raising £1,200.

Divers date

DIVERS from *Horsea Island* will be pounding the streets of Portsmouth next month to raise cash for a cause which is close to their hearts.

The POs from the Defence Diving School will be running in the Portsmouth Half Marathon on March 8 to raise enough money to send PO(D) Billy Birch and his young son to Eurodisney.

The pair are doing well after an operation to transplant a kidney from father to son.

Asthma aim

ANOTHER fund-raiser who has signed up for the Portsmouth Half Marathon is Band Cpl Pete Curtis from the RMSOM.

An asthma sufferer himself, Pete aims to raise cash for research into the condition to benefit those more seriously affected than himself. For a sponsor form, call Cpl Curtis on HMNB Portsmouth 26224.

Giddy heights

TWELVE staff from 820 Squadron at RN air station Cudmore raised £1,718 for the Children's Ward at Trelliske Hospital by cycling 10,000ft up to the snow line on Mount Fuji.

The team, led by PO Gary Taylor, took time out from their deployment with HMS *Illustrious* to complete the arduous ride.

As if that were not enough, POs Adam Seaborn and John Fehley set themselves the challenge of a 1,000,000 metre 'round-the-world' row on the ship's exercise machine during the deployment!

Pedal power

IF A GRUELLING mountain biking challenge on March 28 and 29 or a cycle to Paris from September 3 to 6 appeals to you, contact the Royal British Legion on 0171 973 7200.

Raffle nets £100,000 for SSAFA

THE SERVICES charity SSAFA Forces Help is £100,000 better off after gathering in the proceeds from their 20th national draw.

Men and women from the Royal Navy, Army and Royal Air Force helped to ensure that 1997 was another record year for the charity, with around 80,000 tickets in their annual three-car draw being snapped up by serving members of the Armed Forces.

Representatives from all three Services were on hand when Channel 5's showbiz correspondent Julia Bradbury drew out the lucky winners in London.

AB Stephen Mabbutt from HMS *St Vincent*, Cpl Darren Williams, Welsh Guards and the RAF's SAC Charlotte Williams watched as the TV star plucked the winning names from a giant military drum.

The top prize of a Land Rover

Discovery TDi was won by Brian McPoland of Merseyside, a Rover 213 went to Michael Lambourne of Oxfordshire and a Rover Metro was won by Ray Dille of Bedfordshire.

Prizes

They will be presented with their prizes by sponsors NatoCars of Bridgewater and Rover Group Motors. The 27 runners-up prizes included a holiday, TV and a stereo.

SSAFA (Soldiers, Sailors, Airmen and Families Association) Forces Help is a national caseworking charity helping current and former members of the Armed Forces and their families and has supported people aged from nine months to 90 years old.

● *Right: Channel 5's showbiz correspondent Julia Bradbury with AB Stephen Mabbutt and Cpl Darren Williams.*



ARGYLL ARRIVALS

WHEN a delegation from HMS *Argyll* visited the children's ward at Derriford Hospital, it was very much a family affair.

The visit was to present £400 raised by the ship's company, and *Argyll*'s CO, Cdr David Wolfe, was accompanied by his wife Yvonne and son Dominic, and PO Wayne Seal, his wife Janet and baby son James. Both boys were born on *Argyll* Ward at Derriford Hospital.

HMS *Argyll* has strong links with Derriford - last summer Ward Sister Barbara Biggs and some of her staff spent a families day at sea with *Argyll* and met other members of the ship's company whose children were born at the hospital. The ship has now deployed to the Mediterranean.



● Cdr David Wolfe and PO Wayne Seal return to *Argyll* Ward at Derriford Hospital where their sons Dominic and James were born.

Bond movie is a hit with KGFS

A PREMIERE of the new James Bond movie *Tomorrow Never Dies* attended by 300 naval personnel and their families raised over £3,000 for KGFS.

Revenue from ticket sales for the screening at UCI Port Solent near Portsmouth was boosted by a raffle organised by 4th Frigate Squadron Chaplain, the Rev Mike Brotherton.

The top prize, 17 James Bond videos, went

to Miss R. Harris of Hilsea, second prize went to Mrs S. Rance of Drayton (a Samsonite briefcase full of Bond gadgets) and the third prize (a commander's cap signed by Pierce Brosnan) was won by Charge Chief D. Kilbey from HMS *Richmond*.

The eight runners-up who received prizes included AB M. Edwards from HMS *Illustrious* and Cdr A. Forsyth from HMS *Nelson*.

Collingwood champions local children's charities

HMS *Collingwood*'s tireless work on behalf of children's charities produced some spectacular results at the end of 1997.

Their efforts on behalf of the BBC's Children In Need Appeal in November raised £5,500 through some weird and wonderful events.

They ranged from a St Trinian's tuck shop, charity auction, rowathon, beans in the bath, blindfolded car driving challenge, a Haka display, a shopping packing service at Asda, a variety show and a raft race. The proceeds were handed over to the BBC at the Bournemouth International Centre and

the presentation was broadcast on live TV.

Sailors from *Collingwood* also brought smiles to the faces of youngsters in the children's ward at Queen Alexandra Hospital, Portsmouth, when they delivered 15 boxes of goodies, collected as the entry fees to the establishments 'It's A Knockout' competition.

And two Christmas concerts by *Collingwood*'s volunteer band raised another £677 for The Rainbow Centre in Fareham, which helps children with cerebral palsy, and the Children Say charity for deaf youngsters.

Royal Navy Gibraltar stages 'mini' Navy Days

GIBRALTAR'S mini Navy Days attracted hundreds of visitors and raised over £2,000 for King George's Fund for Sailors.

With the full support of the other components of the Gibraltar garrison, the RNg's Maritime Festival included a host of water-based activities which helped to

highlight the Navy's continued presence there.

A 'Mission Impossible' hostage rescue by clearance divers, RIB excursions to the ships in the harbour and a raft race were the highlights of the day.

Stalls and games helped to boost the final figure raised for KGFS to £2,200 and a cheque for that amount was presented by festival co-ordinator

Surgeon Cdr Gio Sidoli, to Capt Richard Lord, Commanding Officer RN Gibraltar.

The organisers said the event surpassed all their expectations and that they were particularly grateful to local organisations such as Sheppard's, Peralta's and Saccone and Speed for their generous contributions.



● The Grand Raft Race in progress with the Gibraltar Customs RIB and HMS *Ranger* in the background. Picture: Cpl Kev Jones



● Gibraltar Clearance Diver Element attacks the hostage position during the exciting 'Mission Impossible' display at the Maritime Festival. Picture: Cpl Kev Jones

Penfriends

Would you like a Naval Penfriend?

A ten word advertisement in this column costs from as little as £9.

WRITE MESSAGE HERE (MAX 10 WORDS)

HOW TO ADVERTISE: Simply write your message (10 Words), enclose cheque/PO for £9 and send to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4)

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

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Address:
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ATTRACTIVE 5ft 6in female (19) seeks male, 19-25. G.S.O.H. BOX FEB 1

LIVELY BUBBLY BLONDE would like to write to sailor. BOX FEB 2

ATTRACTIVE BRUNETTE, 25, intelligent and single, seeks penfriends 28-35, photo if poss. BOX FEB 3

VIVACIOUS Valentine, single, 5'5", long hair, green eyes, fun loving. BOX FEB 4

ATTRACTIVE FEMALE, 35, seeks tall serviceman for fun and friendship. Photo appreciated. BOX FEB 5

FEMININE EDUCATED lady, 29, seeks caring officer and gentleman for friendship and romance. BOX FEB 6

TWO gorgeous young ladies seek officers, 25-35, for correspondence. BOX FEB 7

FUN-LOVING 40s female seeks marine/sailors for penfriends. BOX FEB 8

BUBBLY FEMALE, blonde, blue eyes, 39, seeks sailor for genuine friendship. BOX FEB 9

BLONDE FEMALE, 25, looking for friendship or romance. Please reply. BOX FEB 10

BRUNETTE divorcee seeks Royal Navy / Royal Marines penfriends for friendship / correspondence. BOX FEB 11

LONELY MALE, 57, looking for mature, serious, lasting, relationship. TLC. BOX FEB 12

HONEST Yorkshire gentleman needs similar lady, 35-50, for stimulating friendship. BOX FEB 13

CLAIRE, 27, 5ft 2in, brown hair/eyes, seeks male for friendship/relationship. BOX FEB 14

NURSE / YACHTSWOMAN, fit 50, seeks senior rate or above, correspondence/friendship. BOX FEB 15

MOTHER, 38 years, seeks penpal. Enjoys theatre, cinema, walking, letter-writing. BOX FEB 16

ANN, 27, 5ft 5in, blue eyes blonde, likes pubbing, clubbing, football. Seeks friendship/relationship. BOX FEB 17

SWEDISH / AMERICAN blonde seeks handsome marines/sailors for penfriends. BOX FEB 18

AMANDA, caring, petite redhead, 22, seeks genuine penpal (22-28). BOX FEB 19

SOCIABLE 33-year-old divorced mum, vibrant, GSOH, likes outdoors. Seeks similar. BOX FEB 20

FEMALE 50, divorced, would like male penfriends of similar age. BOX FEB 21

KAREN 18, seeks single male penfrinds aged 19-22. BOX FEB 22

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EX F.A.A. ASIAN MALE. Early 40's 5'11", lecturer. Living Australia. Seeks slim female partner to 35 yrs. Small child welcome. Assistance Visa/Air fare. Resume, Photo, T. Paul. PO BOX 610, Geraldton 6531, Western Australia.

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NOTICE

All advertisements submitted for entry into the *Navy News* Pen Friend column are subject to copy approval. *Navy News* reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of 10 words.

FOR SALE

FOR SALE: Officers Wilkins Ceremonial Sword including scabbard, knot and case. VGC. £550 ovno. Gieves and Hawkes N05's and Mess Dress uniforms. Striped for LtCdr, to fit 38" chest, 30-32" waist. Good condition, £195 each ovno. Tel 0585 479382

See Page 20 for low cost 1998 Navy News Calendar Now Only £4.50 UK £5.25 Surface Mail Abroad



Get wise on DCIs



Shortage in charge chief MEAs brings promotion changes

A SHORTAGE of Charge Chief Marine Engineer Artificers throughout the Fleet is to result in the introduction of a selection system for promoting chief petty officers to the rate of CCMEA.

At present MEA charge chiefs are among the few middle managers in the Navy who, despite needing stringent qualifications, are promoted on a roster basis and not by selection.

In the past there have been sufficient CCMEAs of the right quality volunteering to take the necessary qualifications in General Service, while in the Submarine Service previous shortages were eased by bounties and extra pay.

However, the Fleet-wide shortages which have arisen prompted a review which concluded that the present system could no longer guarantee sufficient advancement candidates of the right quality.

After November this year, CPOMEAs will be promoted to CCMEA by a selection system similar to that for weapon engineer



'Why not give them all a scratch-card and pick the winners?'

artificers. Selection boards to pick CPOs to attend the CCMEA qualifying course at HMS Sultan, will be held in Centurion Building.

Until next November, volunteers will have the opportunity to pass the CCMEA provisional examination and to be advanced

under the present rules. Those who qualify before the first selection board results are announced will be advanced to CCMEA by roster, while those qualifying after the first board results will be advanced by roster after those selected at that board.

DCI RN 200/97

Collingwood takes on new radar training job

A NEW operator trainer for the upgraded Type 909 radar fitted in Type 42 destroyers and aircraft carriers has been established at the weapons school at HMS Collingwood, moving 909 training from the School of Maritime Operations at HMS Dryad.

The GEC-Marconi trainer at Collingwood provides a combined operator and maintainer facility. It is a personal computer based system which controls simulated radar returns.

Forty pre-programmed scenarios gives a combination of targets, jamming, chaff, clutter and ship's motion to produce realistic sound and vision effects. DCI RN 170/97

Le Shuttle direct...

UNITS with their own travel budgets can now set up their own account with Le Shuttle following a Ministry of Defence agreement over new booking procedures for users of the Channel Tunnel.

DCI GEN 261/97

This regular feature gives general information about new Defence Council instructions affecting conditions of service. If they apply to you, study the full, original text.

Our lucky winners

WINNER of the £500 prize in our *Find the Joker* competition which ran in the September to November issues of *Navy News* is Mr C. Richards of Blyth, Northumberland.

He spotted the figure of Jack hiding amid the editorial columns of pages 10, 17 and 37 in successive editions.

Mr Richards also spotted the Joke statements by Jack in these successive editions:

September — *Nelson's last signal at the Battle of Trafalgar was 'Get stuck in'.* (It was in fact 'Engage the enemy more closely').

October — *Sir Walter Raleigh introduced the bicycle to Britain from America.*

November — *The liner Titanic was sunk by a German U-boat in 1915.* (She hit an iceberg in 1912).

Mr Richards' reply was the first to be drawn at random from correct entries. Winners of our £20 runners-up prizes: Janette Shepherd, Helston, Cornwall; R. G. Cook, Selsey, W. Sussex; A. Sharples, Southport, Merseyside; G. R. Coney, Shaftesbury, Dorset; Harry Edwin Coxell, Rochdale, Yorks.

Prizes of £10 went to: G. E. Boswell, Bognor Regis, W. Sussex; Mrs Muriel Johns, Wallasey, Merseyside; David Thompson, Weston-super-Mare, Somerset; Jack E. Lilley, Cockermouth, Cumbria; F. R. Minchin, Paignton, S. Devon; P. G. Clarke, North Walsham, Norfolk; C. E. Friend, Hythe, Southampton; Mrs S. Greensmith, Tilton-on-the-Hill, Leicester; T. Tusow, Wilmslow, Cheshire; John Chiverell, Bath, Somerset.

Our competition continues without the hidden Jack figure.

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Navy News - The Paper that lives up to its name!



Find the Joker

FIND THE JOKER in *Navy News* for three editions — and win £500. There are also £10 cash prizes for each of ten runners-up, and 20 £5 consolation prizes to be won.

All you have to do this month is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is **NOT** true:

- ☐ The mae west, the slang term for the lifejacket worn by British fliers in World War II, was so named as its curves were reminiscent of those used to good effect by Hollywood's blonde bombshell, Mae West.
- ☐ The Plimsoll line was painted on the lower decks of British warships to mark the point beyond which casual shoes could not be worn.
- ☐ Capital ships is a term used by navies to denote the most important vessels in their fleets.

If you can fill in this coupon as well as the ones in our December and January editions, you have a chance of winning a £500 cash prize. The names of the winners will be selected at random from those who gave correct answers in the three editions.

When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than April 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the May edition of *Navy News*. The first name drawn will receive a prize of £500. There will be a prize of £10 for each of the next ten correct entries drawn, and a further 20 consolation prizes of £5. The judges' decision will be final. No correspondence will be entered into. *Navy News* employees or their relatives may not enter.

NAME
ADDRESS
TELEPHONE



Rotary command to run on a rota?

THE MINISTRY of Defence has confirmed that a study has been conducted into how all three Services operate their helicopters.

But the MOD will not yet comment on news media speculation that the study committee has recommended that all the Armed Forces' helicopters be gathered under a single, tri-Service command for operational purposes.

Ministers are expected to make decisions soon on the recommendations of the committee, convened under the auspices of the Assistant Under Secretary (Fleet Support).

Media reports in January forecast a tri-Service helicopter command being held in rota by the Navy, Army and RAF. Any such move would change the role of Flag Officer Naval Aviation, although informed sources say that the Lynx helicopters currently equipping destroyers and frigates would not be included in a tri-Service command.

Repair and "deep maintenance" of Armed Forces helicopters is already operated on a tri-Service basis through the Defence Helicopter Support Agency at RN air station Yeovilton, and recently helicopter training also became a tri-Service responsibility.

Planned reductions in operating costs by the Naval Aircraft Repair Organisation could mean up to 200 redundancies at NARO's repair yards at Fleetlands, Gosport and Almondsbank, Perth.

Chief Executive of NARO, Stephen Hill, said in a letter to employees' unions that the organisation had been asked to reduce costs by 20 per cent over two years, and this would mean job losses. Details will be made clear by the end of April.

The helicopters of all three Services, and NATO, are repaired by NARO, Almondsbank specialising in transmission and hydraulics.



● **THIRD** of 44 new multi-mission Merlin helicopters accepted by the MOD at GKN Westland, Yeovilton. The full fleet is expected to come into service in 2001

Training stops for 706 Sqn

AS reported in September, 706 Naval Air Squadron hands over responsibility for advanced flying training to 810 Sqn this month.

The decommissioning ceremony will be held at RN Air Station Culdrose on February 27, with Flag Officer Aviation Rear Admiral Terry Loughran as guest of honour.

All past and present members of 706 are invited to the decommissioning party, at a cost of £10 a head, at the Falmouth Hotel - call the Decommissioning Officer on 01326 552531 for details.

706 Sqn has been teaching aircrew for the Fleet Air Arm for 52 years. Previously disbanded, it has been resurrected twice to carry on this task. The merger with 810 comes with the introduction of the Merlin helicopter and the resulting reduction in the Sea King fleet.

Essay prize

'Carrier 2000 - A Consideration of Naval Aviation in the Millennium' is the title of an essay prize competition offered by the Fleet Air Arm Officers Association.

Entries of 5-10,000 words to the Director Naval Historical Branch, 3-5 Great Scotland Yard, London SW1 2HW by May 31.

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40 Freesia	Mixed with Fern	£14.75
Bouquet	Carnations, Freesias, Fern 30 Flowers	£16.50
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"Oh, right - I thought he wanted a wee!"

NEWSVIEW

Towards une better entente

'Bonsoir Jack - comment ca va?'
'Eh?'
'Ow is it going, mon brave?'
'Oh. Right. Er - tres bien, mon old mucker. And vous?'
'Pas mal, pas mal. Ecoute - nous avons un language probleme ici. Let's parler Franglais, hein?'
'I'll have a go, mate. Um ... Voulez vous, promenade, avec moi, ce soir?'
'Magnifique! Where to?'
'Au pub, naturellement!'
'C'est alright par moi! Nous n'avions pas de probleme there, Jack!'

(Dix minutes later)

'Un rouge vin pour l'homme avec le rouge pompom and un grand veer de beer pour moi, patron. And prenez one pour votre self... Alors, mon ami, vous avez un point about le lingo. Comprenez vous what is un acronym?'
'Un acronym - bien sur, Jack. Un sigle. Le NATO, le STANAVFORMED, le EU et tout ca?'

'Vous etes spot on. What about this one then - FRUKUSSOPLANT? Try parlaying that when vous avez had un few.'

'Merde! C'est terrible, vraiment ... Mais qu'est-ce que c'est, ce FRUKUSSOPLANT? What means it?'

'Search moi, mate. Somethin' about us all doing la meme chose together ... Listen - got une piece de papier? Bon. Vous et moi, we'll write some nouveaux ones we can all comprendre. Nos officiers, ils sont tous thick comme un plank when it comes to les acronyms, n'est ce pas?'

'Absolument! C'est une bonne idee, ca!'

'C'est particulierement important avec les sub-marines. Pas de room pour mistakes dans un nuke quand on est trois hundred metres sous l'Atlantique.'

'Non! C'est un business trop serieux! A bas tous les officiers!'

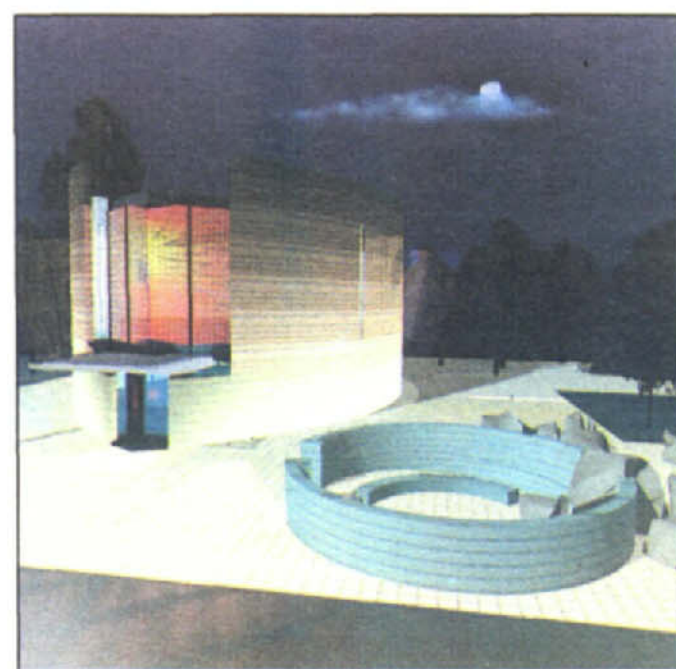
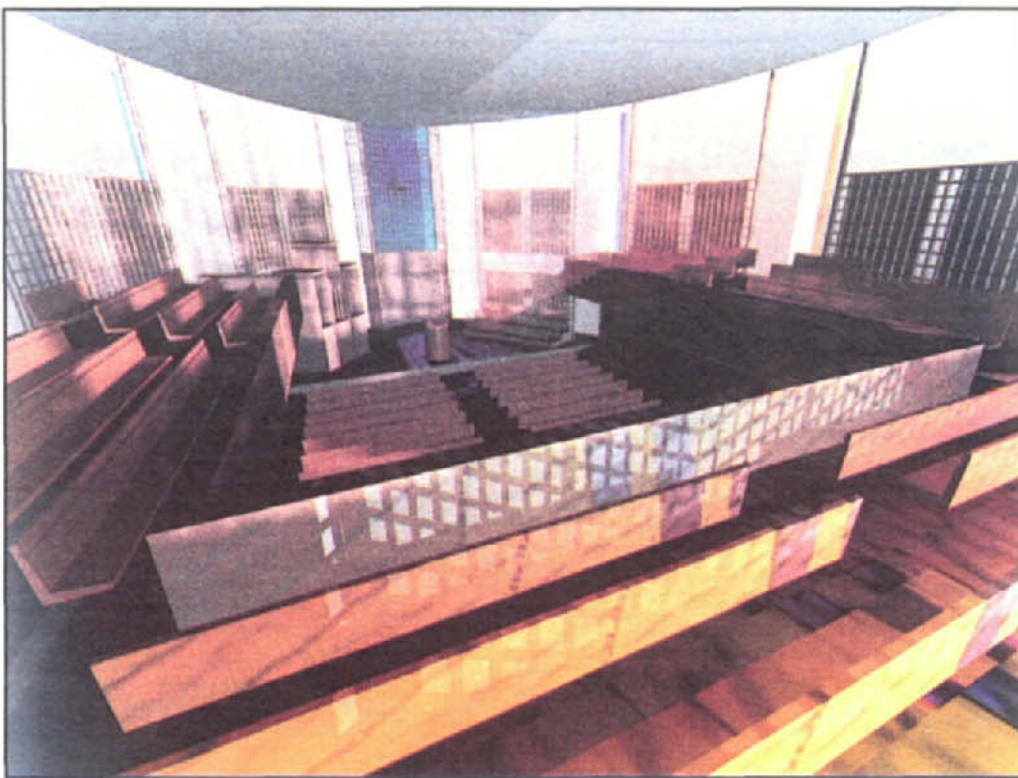
'OK. Now then - ou est la plume de ma tante? Nous commencons right away. Got to be tres careful none of 'em come out rude. Lots of ours do. What about sub-marines then, pour starters?'

'D'accord. Les sous-marins ... Excusez moi un moment - je vais telephoner mon oppo a ALGASM!'

'Yeah, right ... Il est going to be un long nuit, je crois.'

Avec apologies a Miles Kingston, qui a ecrive dans 'Let's Parler Franglais One More Temps' (Pingouin edition 1984 - avec mon lousy salary je could not afford le hardback) et je quote: "En 1982 il (M.Kingston) etait dans le thick de la guerre de Falkland. Oui, il a eu une annee tres exciting comme interpreteur officiel de Franglais pour le Task Force. En 1983 il a ete awarde le Distinguished Diction Medal pour ses services linguistiques. Oui, il etait avec le SAS dans leurs assauts sur Georgia de Sud, deguise en beret, stripey jersey et paquet de Gauloises." Quel load de vieux cobblers. - Ed.

A ship and a garden to remember 1982



SHOWN here for the first time are three computer-generated images of the design for the £1.6 million Falkland Islands Memorial Chapel at Pangbourne College, Berks.

Winner of the Royal Institute of British Architects competition, as announced in last month's issue, was the Reading-based Crispin Wride Architectural Design Studio.

The brief required a building that would be both a chapel in remembrance of those who died in the war of 1982 and also an assembly hall and place for the performance of music for the college, with seating for 550. It should be completed in the year 2000.

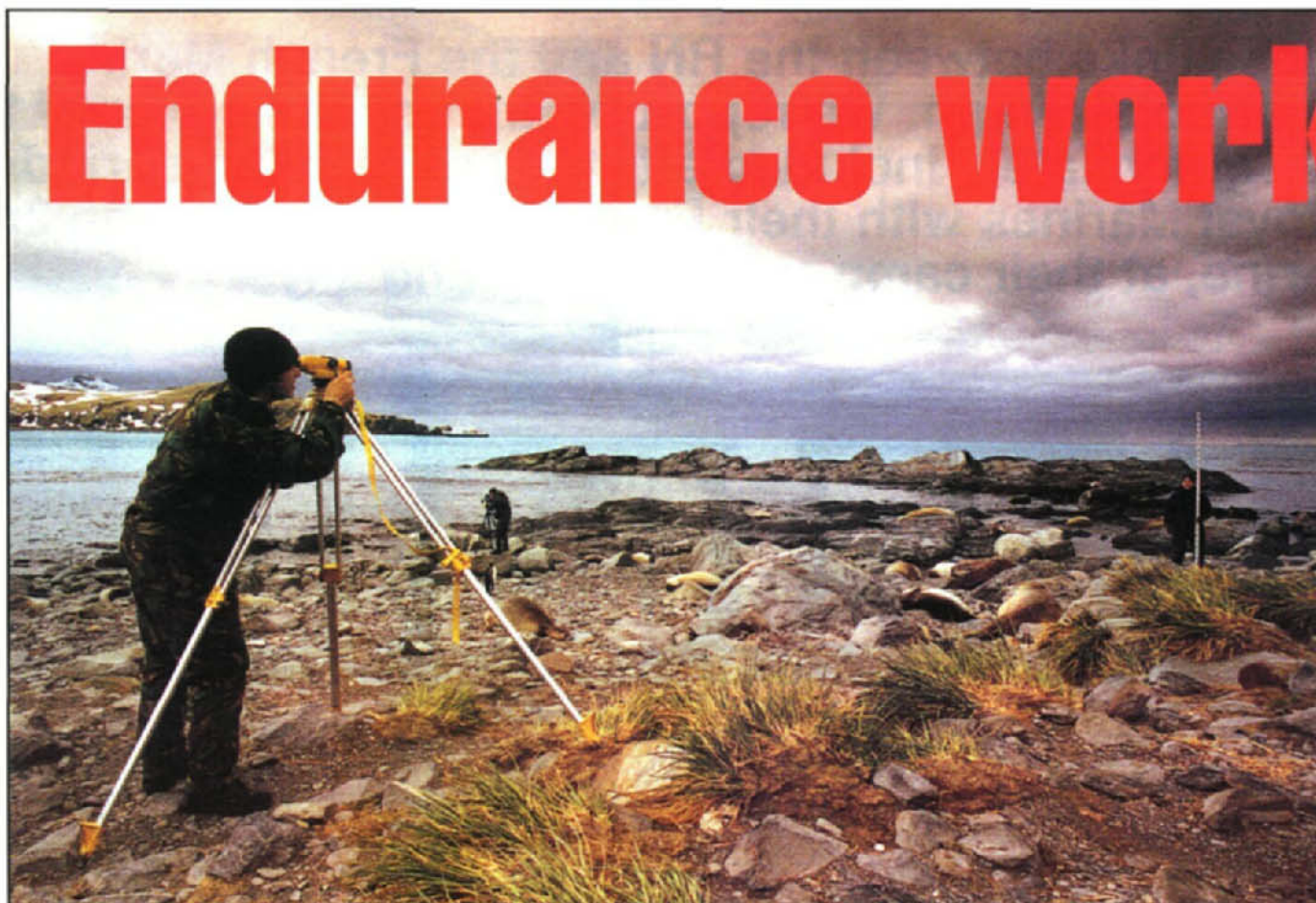
The shape has a nautical feel to it, evoking a ship's hull, and will be set back from the adjacent parade ground in a clearing at the edge of the woods.

A memorial garden is also planned within a circular walled enclosure on the site of an existing submerged water-tank. A channel set in the top edge of the wall will surround the visitor with the sound of running water, while its inner surface will carry the names of all those who died.

The garden's circular form is derived from similar memorials at Fort Stanley and San Carlos Water and will incorporate large stones and flora donated by the Falklands people.

First quadrant of the RN section of the National Memorial Arboretum at Lichfield, Staffs has almost been filled, says Cdr David Childs, the project's director. Full report next month.

Endurance work will aid cruise liners



DETAILED surveys carried out by HMS Endurance on South Georgia will help in the preparation of improved charts for use by the growing number of Antarctic cruise ships visiting the island's colonies of seals and penguins.

The ice patrol ship, her two Lynx helicopters, and her survey motor boat, the James Caird, have been conducting the work in harbours, and harbour approaches to the north of the island.

In addition, Endurance has been helping scientists and researchers in the area. Her aircraft lifted building supplies to the British Antarctic Survey base on Bird Island – and the ship's chief steward, CPO Deacon, was

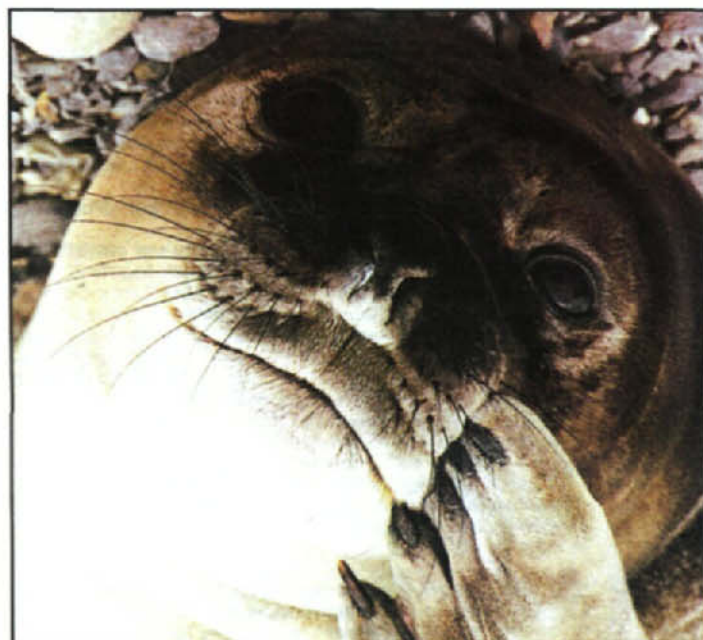
landed to help a BAS field assistant in establishing a station for the tagging and tracking of fur seals.

The Lynx helicopters gave Leeds University professor Stephen Mobbs access to some of the most remote and exposed parts of South Georgia to set up weather stations. A camera crew from the BBC's Natural History Unit also used the ship's aircraft to simulate the flight of an Albatross.

Endurance spent Christmas at the old whaling station at Grytviken, members of the ship's company attending a Christmas Day service conducted by the Surveying Squadron chaplain, Ned Kelly, at the church there.

While in South Georgia, nine Royal Marines from the ship braved blizzard, glaciers, crevasses and a snowfield to make the difficult, 29-hour crossing of South Georgia in the footsteps of Antarctic explorer Sir Ernest Shackleton in 1916.

After leaving South Georgia, Endurance visited Punta Arenas, Chile, for a stand-off of several days. Earlier in the deployment the ship had also visited Buenos Aires, and was given a warm welcome by the Argentinian people and navy.



● Under lowering skies, a survey party from HMS Endurance conducts levels and data work in South Georgia. Left, an uncertain response from one of the natives – a baby elephant seal, and (below) some of the visitors begin a colourful fun run on Boxing Day led by Capt Johnny Norman (in red wig).



'Super' minehunter launched



SECOND of an enhanced batch of Sandown-class minehunters, HMS Pembroke, goes down the slipway at Vosper Thornycroft's Southampton shipyard.

Like her predecessor, HMS Penzance, launched last year, the Pembroke has bigger engines, enhanced air conditioning, a more powerful crane for deployment of underwater vehicles, and a bigger, better

decompression chamber for divers.

Design changes have also included accommodation for female officers and ratings.

The ship was sponsored by Mrs Stephanie Gretton, wife of Vice Admiral Michael Gretton, Supreme Allied Commander Atlantic's representative in Europe.

Other guests at the launch included Rear

Admiral Peter Spencer, Director General Surface Ships and Controller of the Navy; Portsmouth North MP Syd Rapson; and the High Sheriff of Hampshire, Lindsay Fox.

There have been eight sea-going ships of the name, from the 17th to 19th centuries, starting with a 28-gun vessel in 1655. In addition, a number of old ships were renamed Pembroke as base ships at Chatham.

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One year on, the new close links between the RN and the French Marine Nationale go from strength to strength. We report on the results so far of the Maritime Letter of Intent, which lately included a two-week training period for L Coy, 42 Commando Royal Marines with their French counterparts, the 2nd Regiment d'Infanterie Marine, at their camp near Reims, and say –

'Vive l'entente!'



THE NEW entente cordiale between the Royal Navy and the French has already showed up in combined operations – just a year after the signing of an historic Maritime Letter of Intent.

Last month we reported on plans for the first ever combined deployment between the Royal and Russian navies.

Meanwhile the progress of co-operation between the RN and the Marine Nationale has been "most encouraging" say First Sea Lord Admiral Sir Jock Slater and his French counterpart, Admiral Leleuvre.

Most of it has come in the fields of operational and exercise initiatives. In particular, the signing of a France/UK/US Standard Operating Procedures protocol for Atlantic operations has – despite enjoying the dangerously mispronounceable acronym FRUKUSSOPLANT – enabled the signatories to break new ground and is already proving valuable in combined operations off the West African coast.

There is also growing co-operation in anti drug smuggling operations in the West Indies.

The past 12 months saw sizeable mutual contributions to six major exercises, showing ability to work together beyond the formal structure of training courses or NATO exercises.

Also, a series of 28 minor exercises has shown up the flexibility and willingness of both navies to look for training opportunities. This is even more evident with the exchange of surface units for operational sea training – HMS Manchester and FS Lavalée – which will be repeated this year.

Relations between Flag Officer Submarines and his opposite number have also developed, with bilateral exercises, operational visits, meetings and short exchanges strengthening already well-established liaisons. Discussions are progressing well for an officer exchange between the two staffs and for other more technical issues.

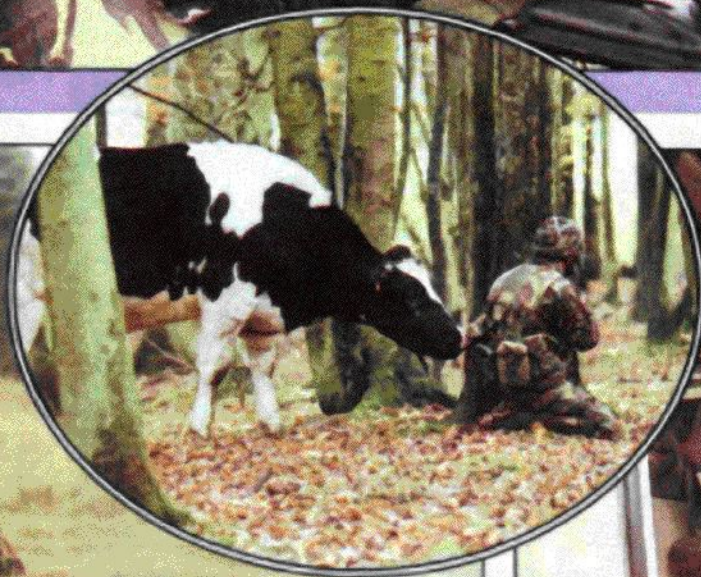
Warfare doctrine has been "imaginatively progressed" an RN spokesman closely involved with the programme told Navy News – especially in the anti-submarine warfare field, where the Maritime Warfare Centre at HMS Dryad and its French equivalent have been in close discussion.

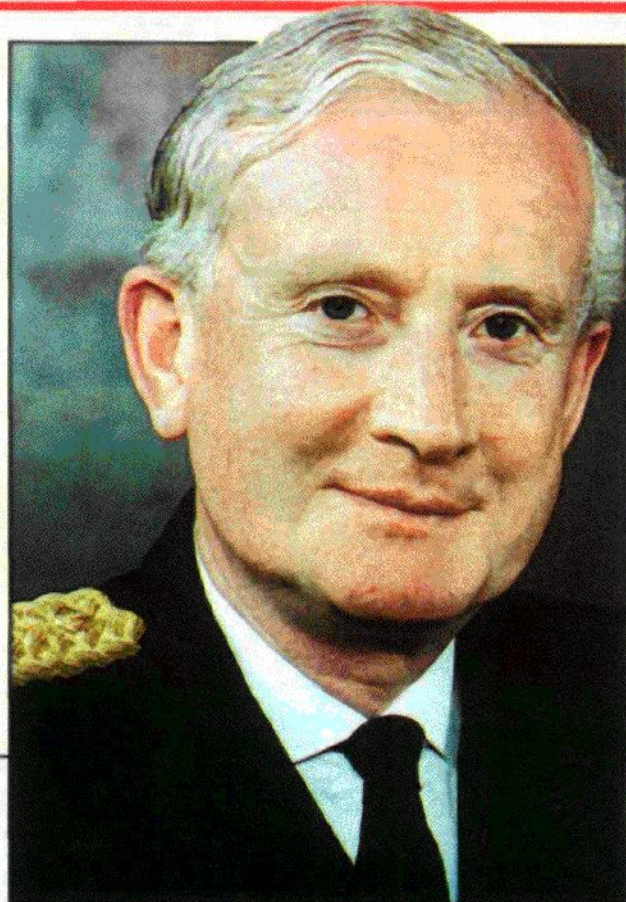
Sharing of ideas on towed array passive and low frequency active sonars has prompted even closer linking and the possibility of developing new doctrine and operating techniques.

Fleet support is the latest item to be addressed in the new working group structure. It is felt by Naval Support Command and the French Naval Staff that this needs special attention in the future. An Anglo-French Support Sub Committee has focused on dockyard privatisation and refit management and talked about propulsion systems, spares policy and mutual supply.

Hydrographic/oceanographic co-operation has been strengthened by the formation of a joint working group which has concentrated on making the best use of resources.

Meanwhile the British and French Marines have been enjoying each other's company – as is clear in these pictures by LA(Phot) Steve Lewis of a two-week training period for L Coy, 42 Cdo with the 2nd RIMA at their camp near Reims.





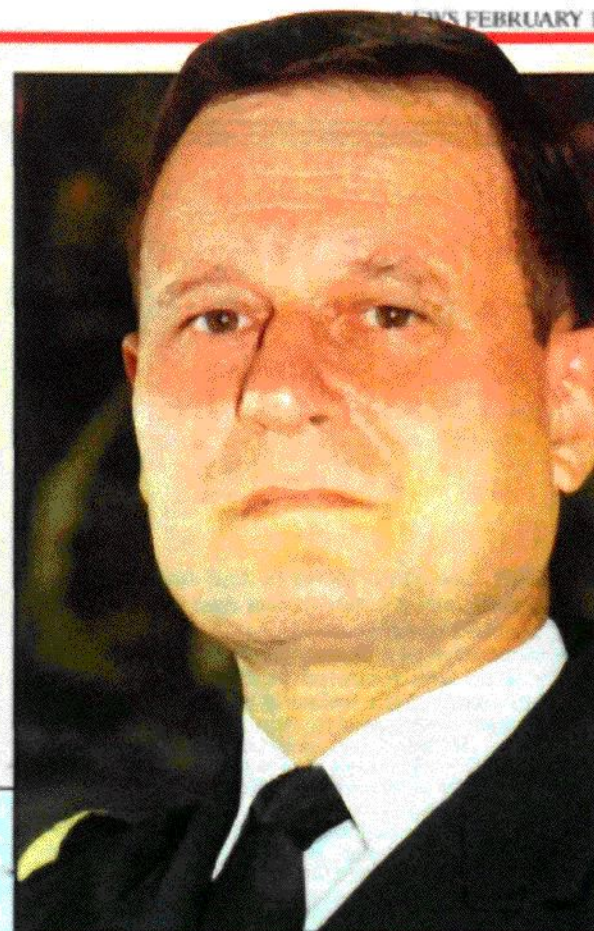
In the year since the signing by Ministers of the UK/France Maritime Letter of Intent, the growth of the already considerable cooperation between the Royal Navy and the Marine Nationale has been most encouraging.

In 1997 we participated together in six major and 28 minor exercises; we now have Standard Operating Procedures for our ships in the Atlantic and are working closely on procurement projects, research and development and several personnel exchanges.

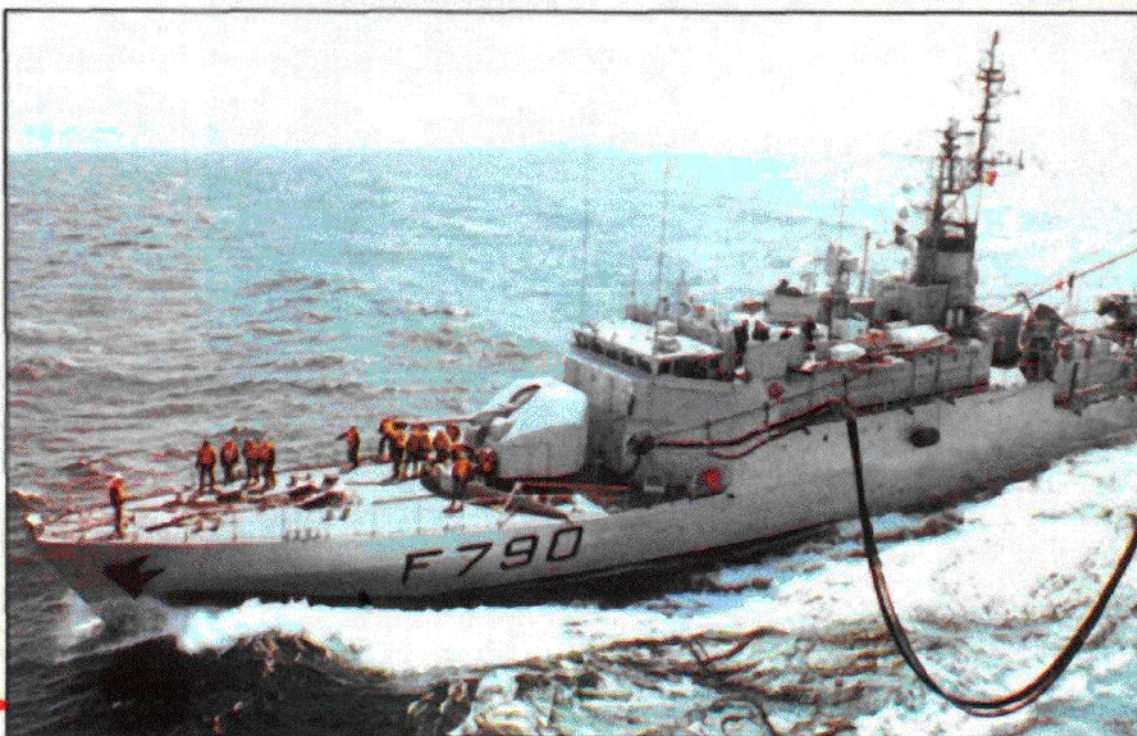
1998 will see even closer links between our two navies and we have recently agreed a series of measures to give increased momentum to our work together.

Admiral Sir Jock Slater, First Sea Lord and Chief of Naval Staff

Amiral Jean-Charles Lefebvre, Le Chef d'Etat Major de la Marine



- Above: the French destroyer FS Tourville conducts low frequency active sonar trials (in which France is the acknowledged world leader) with the Royal Navy.
- Below: the frigate FS Lieutenant de Vaisseau Lavallee takes on fuel during work up from an RFA tanker.





At Your Leisure



Invasion scare 1803 – the wider picture

TRAFALGAR, the most famous and most strategically significant victory in the age of sail, was not an isolated event.

It was the culmination of a campaign that began as soon as war with France was resumed in May 1803 – a war which aimed ultimately at the invasion of Britain.

To this end, Napoleon attempted by ruse and elaborately disguised manoeuvres to bring his scattered and blockaded squadrons together for long enough to give him command of the Channel, which he fondly believed was all that was necessary to ensure a successful landing.

And so the period offers a perfect demonstration of the workings of seapower, and reveals that, however great a genius on land, Napoleon never really grasped the principles of British maritime defence, gleaned as it was from over 200 years' experience.

This is not to say that the invasion threat was treated lightly. The Campaign of Trafalgar (Chatham £30, published in association with the National Maritime Museum), goes some way to explain the paranoia that gripped the nation in those days – making the point that for those who have lived through the Cold War, over-estimating the capacities of a feared enemy has likewise been an everyday experience.

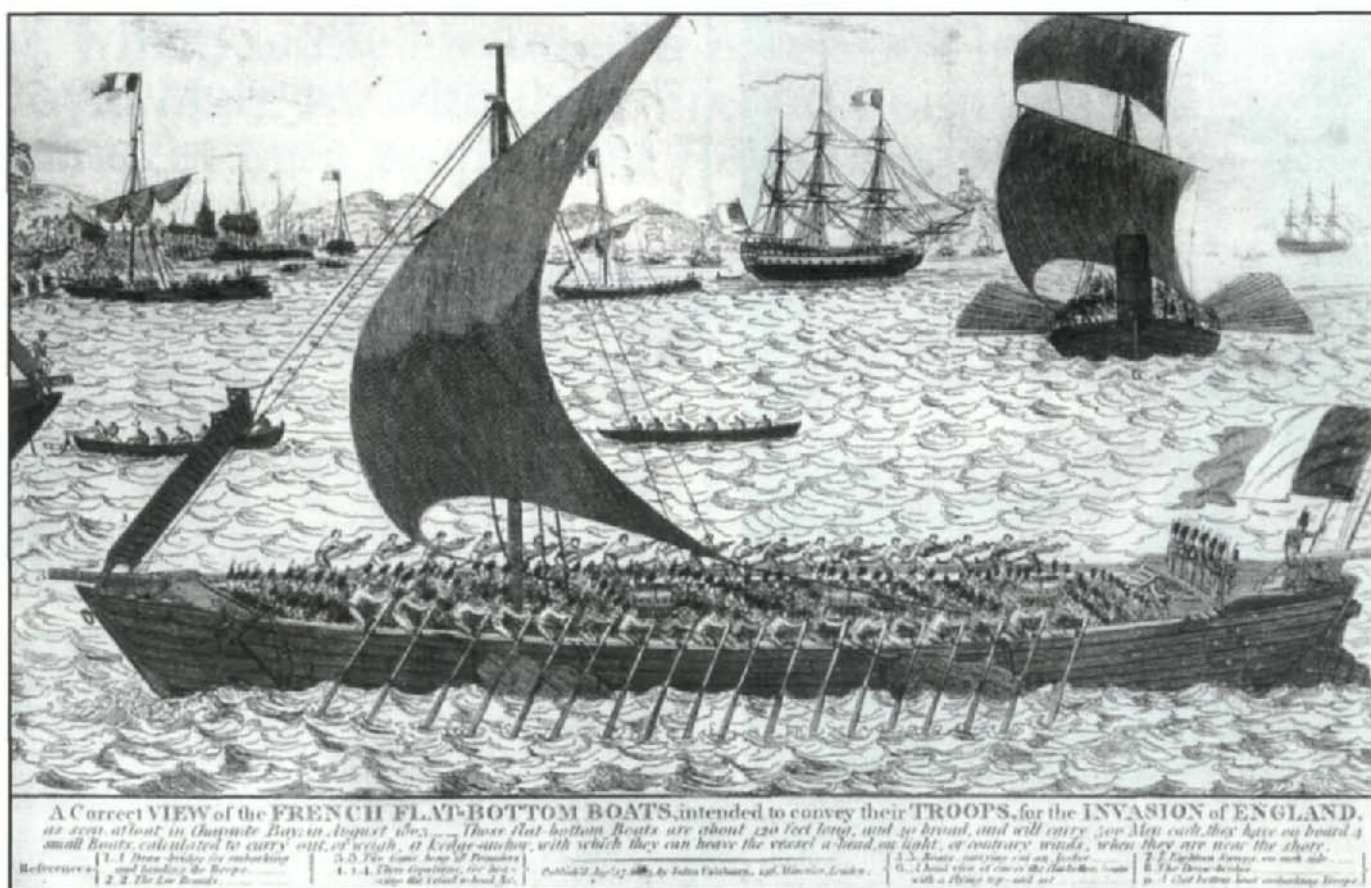
The nightmare was fed by a print-selling industry that became an eager, if unwitting, extension of the French propaganda machine.

The illustration (right), though grossly exaggerated (the invasion barges that would have been used were half this size) is one of the more realistic images to have confronted a panicky public.

You have to bear in mind, though, that Britain was in the throes of the first industrial revolution – and continuously being presented with novel and ingenious inventions.

In many of these pictures can be seen the genesis of the imaginative – and often highly prescient – science fiction later produced by Jules Verne and H.G. Wells.

Although some of the rumoured devices belong to the world of sci-fi, on the other hand the anti-invasion operations included the first use of such futuristic weapons as torpedoes and rockets.



Great raids point to thinking small

From the earliest times, 'politics by other means' has often been conducted with small actions by elite troops in pursuit of limited goals.

Among the **Great Raids in History** (Spellmount £19.95) many, of course, have been made from or on the sea.

Drake at Cadiz, John Paul Jones off Britain, Gunther Prien at Scapa Flow, the British Commandos at St Nazaire and the Canadians at Dieppe – all these are included in this selection edited by Samuel Southworth.

And Fritz Heinzen argues that

combat in the future may well rely less on knowledge gleaned from the great battles of the past as on the lessons of character, imagination and daring learned from the great raids.

Since Western attitudes mitigate against taking (and inflicting) large numbers of casualties in military operations, the raid is a logical way to respond – and the future development of non-lethal weapons will make the use of raids more attrac-

tive still.

And as countries will find more effective countermeasures to missile or aircraft raids, by improved hardening of targets (including putting them underground) or by developing stronger air defence systems, the only attack option available in some cases may be the commando-style raid. It is an analysis that may well dictate the future direction of warfare

- JFA

NO SQUEALS FROM THE BOND GIRL WHO OUTSHOTS 007

IT MUST take an odd, child-like cast of mind to qualify for the job of scriptwriter on the James Bond movies. Every place you pass through, the question will arise: what sort of interesting violence might I visit on this piece of landscape?

What would be an exciting way to demolish that bit of architecture? A densely-packed Taiwanese market, for instance, crammed with ramshackle buildings, satisfyingly smashable goods and flocks of jittery fowls – well, obviously, Bond must be chased through it.

But what if he's chased by a low-flying helicopter? Ahh, the mayhem. More disturbingly for naval audiences, the creators of **Tomorrow Never Dies** have also wondered, Now what would be an original way to sink this frigate? The answer turns out to be via the use of a sort of remote-controlled Black & Decker multi-blade the size of a Volkswagen.

Something else to worry about. In fact this is the most Navy-oriented Bond yet, including a glimpse of Bond in his Commander's uniform, with both HMS Westminister and HMS Dryad getting a mention in the credits. (There are also a couple of glimpses of Navy News – let us know if you spotted it and where and there will be a small prize for the first correct answer – Ed).

Of course, a Bond picture succeeds or fails according to the appeal of both its villains and its women. As regards the former, Jonathan Pryce as a gleefully demonic media tycoon anxious for business reasons to get WW3 under way, plus a Peter Schmeichel lookalike intent on dismantling anyone who has displeased his boss.

ScreenScene

As for the women, we've certainly come a long way since the days when Bond heroines would merely squeal in something brief and pink while waiting to be rescued. Here we have (though not for long) the formidable Teri Hatcher from TV's *Superman*, plus martial arts expert Michelle Yeoh, who leaves even more disabled hoodlums and henchpersons in her wake than 007 himself.

The announcement "James Bond will return" appears at film's end. Given past form it seems a safe bet that some star of 2035, as yet unborn, will indeed be acting out the ritual of receiving the summons to HQ, followed by the regretful leavetaking from some adoring partner, the provisioning with a new line of killer gadgets and the adventuring forth to extirpate the latest threat to national security.

More wholesale destruction in *Starship Troopers*, a reprise of

every army action movie ever made: the buddies, the battles, the heroic sacrifices. Only the enemy has changed. The Bugs are a race of king-size winged and scaled creepy-crawlies from outer space, with a tendency to advance en masse, resulting in some bizarrely gruesome combat scenes.

Incidentally, armed forces of the future, it appears, will be fully integrated not only by gender but by nationality as well. So Bugs beware.

- Bob Baker.



● Michelle Yeoh stars as Wai Lin in the latest Bond film, *Tomorrow Never Dies*.



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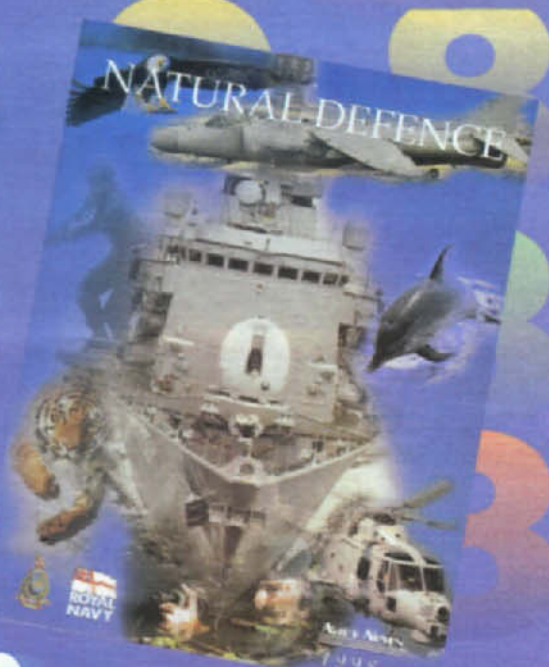
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TSAR TURN IN LONDON, 1698

THREE hundred years ago, one of Russia's most successful rulers spent four months in England - to study shipbuilding.

On April 2 an exhibition, *Peter the Great in England, 1698*, opens at the Queen's House, in the grounds of the National Maritime Museum.

Peter spent most of his time in London - and in particular at the Royal Dockyard at Deptford, hoping to bring back some of our advanced technologies to Russia, for which he had just created a navy.

At that time, England was one of the most powerful countries in the world. The economy was in a healthy state and the Royal Navy ruled the seas.

Peter's yacht, with his 'Great Embassy' embarked, anchored near London Bridge on January 11 and was greeted by King William III. The Tsar - a giant of a man standing 6ft 7 inches tall - discussed mathematics, navigation and astronomy with Edmond Halley and the first Astronomer Royal, John Flamsteed, at the Royal Observatory at Greenwich. He avoided protocol whenever he could, preferring to visit places that interested him, including the Royal Mint (then in the Tower of London), Woolwich Arsenal and Chatham and Portsmouth dockyards.

He tried to maintain an incognito, 'Peter Mikhailov' - but his commanding presence and often eccentric behaviour made this impossible. The Tsar and his entourage were anyway a rowdy, boisterous bunch who seem to have made a habit of leaving a trail of devastation in their wake.

They damaged both the instruments and the buildings at the Observatory - and comprehensively trashed Sayes Court, where they took up residence. Carpets were stained, paintwork chipped, windows broken, chairs burnt, pictures torn and the garden trampled.

The magnificent holly hedges were flattened after the visitors discovered a wheelbarrow, unknown in Russia, and proceeded to race it into them...

Sir Christopher Wren's bill for the damage is among the exhibits. Others include a large Victorian painting, showing a fanciful and exaggerated scene of Peter and William III at Deptford and two ship models, presented by William that are now part of the Central

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An exhibition at the National Maritime Museum



Naval Museum collections in St Petersburg.

The *Royal Transport*, the most advanced and fastest schooner yacht then in the Navy, will be dwarfed by the elaborate dockyard model of the *Royal Sovereign*, which has not been seen in the west since 1698. Peter was very proud of these gifts, which represented the cutting edge of ship design.

The exhibition continues until 27 September. The museum is also organising an international conference, *Peter the Great and the West: New Perspectives*, on 9-11 July.

This will be hosted by eminent lecturers from Russia, the UK and the USA who will explore the way Peter made Russia a European power and the relevance of his legacy today.

● HMS Royal Sovereign, by William Van de Velde. On completion, she was the biggest ship in the Navy.

When he left London in March 1698, Tsar Peter the Great was given a model of her by King William III, which he proudly displayed in his office in St Petersburg.

This model, which has not since been seen in the West, will be on display at the exhibition.

Entrance to the Exhibition is £5 (adults) £2.50 (children) which also give entry to the National Maritime Museum and the Old Royal Observatory. Tickets are also valid for a second visit within 12 months. For further information call 0181 312 6745. The registration charge for the conference is £60, with £35 for the conference dinner. Call 0181 312 6616.



● Above: East India Company's Yard at Deptford, c.1660. To escape the crowds, Peter stayed at Sayes Court, Deptford. At the foot of the gardens a door opened directly onto the dockyard where he spent much of his time studying shipbuilding.

● Left: Peter the Great at Deptford by Daniel Maclise (1806-70). This large painting shows Peter and William III in the dockyard - a fanciful and exaggerated image that says more about how the Victorians viewed history than the actual event.

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Over to You

Wartime blue caps: Les Kennedy, secretary of the Wivenhoe and Elmstead RFA, is putting on a naval photo and memorabilia display in July to raise money for the KGFS and branch welfare funds. Although he has several items of Naval uniform, he needs the Second World War blue sailor's cap and blue Wren's cap. Contact Les at Dar Taghna, Brightlingsea Hall, Church Road, Brightlingsea, Essex CO7 0RZ, tel 01206 303101.

Stamps: Geoffrey Schofield is a founding member of the only American branch of the RFA, and is now lifetime Vice President. He knows of a scheme where hospitalised veterans process stamps as part of their therapy. RFA members are invited to contribute by sending stamps - any country, old, new or used - to Geoffrey at 3534, Purdue Avenue, Los Angeles, CA 90066.

HM ships Prince of Wales and Repulse: Arthur Nicholson is researching these ships and wants to know the names and whereabouts of the helmsman of the Prince of Wales on December 10, 1941 and the observer or telegraphist-aim gunner of the Walrus flown by Lt C.R. Bateman from the ship to Singapore on the same day. He would also like to contact relatives of Admiral Tom Phillips and his son, Cdr Jerry Phillips, Lt Cdr R.F. Harland (HMS Prince of Wales), Flt Lt Tim Vigors (453 Sqn RAF), Terence Black RN and Robin A. Kilroy RN (in Singapore on December 10, 1941), Paymaster Lt W.T. Blunt (Prince of Wales) and Admiral Michael Goodenough. He would also like to find the 1966 RN report on the dive on the two ships, and two back numbers of the RN diving magazine, Vol 12, No 3 (Winter 1965) and Vol 14, No 1 (Spring 1967). Contact Arthur at 240, Laurel Heights Place, San Antonio, TX 78212, USA, by phone on (210) 736 2222, or by fax at (210) 735 8411.

William Eric Brown: Can anyone help Catherine Stewart learn anything more about her father? William Eric Brown (born Cheshire on January 27, 1906) joined the RN on September 11, 1924, and served in numerous ships and establishments, including HM ships Pembroke, Lowestoft, Dublin, Yarmouth, Hawkins, Cambrian, Froisher, Royal Oak, Vivid, Drake and Orion. Mrs Stewart is particularly keen to hear about any parts of call, and in particular his service in HMS Ramillies (Feb 1937 to July 1938), Resolution (July to October 1938) and Pembroke (October 1938 to March 1939). William, by that time a mechanic first class, died aged 36 when HMS Cornwall was sunk by Japanese bombers in the Indian Ocean on April 5, 1942. Contact Mrs Stewart at 50, Sloan Street, Ground Left, Edinburgh EH6 8RQ.

HMS Venomous ship's bell: The Loughborough Sea Cadet Corps is seeking the whereabouts of the bell of V and W-class destroyer HMS Venomous, affiliated to Loughborough in 1942 and broken up in

Charlestown in August 1948. The unit would also like information on the ship's bell of destroyer HMS Quorn, sunk off Normandy in August 1944 - it is believed to be in a beachhead museum. The unit is affiliated to the Hunt-class MCMV of the same name. Does anyone have information on the subsequent career of Josh Pantling, gunnery instructor at HMS Excellent during the last war? Any help to R.J. Moore, 99, Holywell Drive, Loughborough, Leics LE11 3JX, tel 01509 266164 (home) or 01509 233433 (office).

HMS Holly: a minesweeper trawler, was adopted by Royston in 1942. The Royston RFA would like to hear from anyone who served in this ship, and any information about her. Contact S.M. H. Moss, 119, Garden Walk, Royston, Herts SG8 7JW.

HMS Kent film: Can anyone help Mike Temple trace an RN recruiting film made in Gibraltar in 1974? Mike featured in the film, and saw a copy which was sent to the ship. Bob Holness was involved, and the director was Peter Ferris. Any info to Mike at 12, Birkdale Close, St Stephens, Saltash, Cornwall PL12 4DQ, tel 01752 846496.

Beatrice Jessie Goodwin: Does anyone remember Beatrice, born in Birmingham in 1922, and lived at 11, Windmill Street, Valetta, Malta. She died in 1952. Anyone who knew her or worked with her is asked to write to 22, Hillcrest Road, Purley, Surrey CR8 2JE.

Fall of shells: Mr J. Marsden wishes to obtain a photo showing the fall of shells around a battle practice target on Range LL, west of the Orkneys, during shoots by battleships 1941-45. Can any members of the target marking party from the Dunlure Castle or any former member of a ship's gunnery department assist? Contact Mr Marsden on 0151 722 2740.

HMS Hermione: Steve Brotherton of the Hermione Association visited the Naval Cemetery at Kalkara in Malta, and saw the graves of two sailors who served in Hermione. If the families of Frederick Striplin (21), died 9.12.1902 or W.C. Hook AB, died 6.12.1902, would like details, contact Mr Brotherton at 37, McCarthy Close, Birchwood, Warrington, Cheshire WA3 6RS, tel 01925 824504. Anyone with Hermione memorabilia who could lend it to the association should also contact him.

HMS Cavalier Association now has a site on the World Wide Web. Anyone concerned with saving this last example of a World War II destroyer can find out more at <http://www.hmscavalier.u-net.com>

Black Sea and Constantinople: R. Gibbons' grandfather was a Royal Marine on the Emperor of India in 1919, which went to the Black Sea and Constantinople. He was also on the Benbow which bombarded Sirima and went to Izmed. He had vivid memories of massacres and atrocities at the time. Can anyone help with books or information on these expeditions? Contact R. Gibbons at 53, Rydens Way, Old Woking, Woking GU22 9DG.

HMS Garland: G. Massey wants to know if anyone knows the history of HMS Garland, which had her stern blown off and when repaired was acquired by the Polish Navy. Mr Massey's father was coxswain of the ship. Contact him at 7, Redwood Drive, Great Sutton, South Wirral L66 2YA, tel 0151 200 1886.

James Brander: Mrs Brander would like to know more about her brother-in-law James Brander, who joined HMS Ramillies on September 3, 1940, and who died of pneumonia on November 27. He was buried in Ismailia war cemetery in Egypt. Contact her through Mr D. Allardice, 20, Carmichael St, Dundee, Scotland.

Guy Williams: Does anyone remember Guy, a coder in HMS Goodall, a frigate sunk by U968 on April 29, 1945? Survivors were picked up by HMS Honeyusuckle - were you one of them? HMS Goodall was in company with ships RA66, HMS Anguilla

and HMS Honeyusuckle while on convoy to the Soviet Union. There is also a photo of Guy and two shipmates in Boston, Maine, taken in December 1943 - are you in it? Contact Alan Eliacott, West Killatoun, St Neot, Liskeard, Cornwall PL14 6LQ.

HM ships Esk, Express and Ivanhoe: From September 1940 to September 1946 more than 230 mariners were buried on the German islands of Pellworm and Suederoog. The islanders are mounting an exhibition and need photographs, documents, ship models, maps etc, and they would like to hear from survivors or veterans, to invite them to a commemorative ceremony in June. Contact Ms Brigitta Seidel, Amt Pellworm, Postfach 80, D-25847 Pellworm, Germany, tel 04844/189-33; fax 04844/189-11.

Singapore tunnels: Does anyone know of the underground tunnels built by the British prior to World War II in Singapore? The tunnels were driven from different points leading to the dockyard. They have been temporarily sealed to prevent unauthorised entry. It is intended to explore the tunnels when adequate information and plans have been collated. Contact Clarie (Jim) Gibson, 18, Fish Dam Lane, Monk Bretton, Barnsley, Sth Yorks S71 2PX, tel 01226 234485.

HM ships Worthing, Wessex, Bagshot and Broadwater: Mr R. White is researching the Bangor-class minesweeper HMS Worthing, and has uncovered further connections between three warships and the town of Worthing, the memory of which he is hoping to revive. Wessex was a W-class destroyer, 1943-50, adopted by Worthing borough during Warship Week in 1942; Bagshot was a Hunt-class minesweeper sloop, 1939-45, adopted by Worthing Rural District Council during Warship Week 1942, and Broadwater was a Town-class destroyer torpedoed on October 1941. Any survivors from these ships is asked to contact Mr White at The Edge, 53, Coleridge Crescent, Goring-by-Sea, Worthing, West Sussex BN12 6LU.

HMS SS Orbita: Does anyone have any details or photographs of this ship when she was an armed merchant cruiser between 1915 and 1918, cargo and passenger ship 1919-1940 and troopship 1940-1950. Please contact Norman Johns, The Old Chandlery, New Rd, Instow, Bideford, Devon EX39 4LN, tel 01271 860578.

AB Harry Eggleston, HMS Versatile: Can anyone help Carol Potter find out more about the death of her grandfather, Harry Eggleston, on May 13, 1941, while serving in HMS Versatile? Mrs Potter can be contacted at 22, Farthing Gr, Netherfield, Milton Keynes MK6 4HH.

HMS Sheffield 1951-52: Would any old shipmate be able to send Norman Jones a copy of HMS Sheffield's *Cruise of Americas* 1951-52? Norman lives at Flat 10, Woodlands, Newcastle Rd, Stoke-on-Trent ST4 6QA, tel 01782 878469.

HMS Aurochs, May 1958: Postgraduate student wishes to contact crew members of HMS Aurochs who were serving during May 1958 when the submarine was involved in SEATO exercises in the Philippines. Please write to Andrew Roadnight, 65, Spring Lane, Kenilworth, Warks CV8 2HD.

Li Dennis Tucker, RNVR: Ruth Gentry is looking to contact or find information on Li Dennis Tucker RNVR, stationed in Portsmouth during the summer of 1949. His date of birth would have been around 1925. Not much to go on - but do you remember him? Any help gratefully received by Ruth at 236, Ranch Glen Place NW, Calgary, Alberta T3G 1G1, Canada, or e-mail jvotyptka@telusplanet.net

Search for books: Mr G. Evans has been trying unsuccessfully for years to get a copy of the book *Through the Waters* or the paperback version *Flagship* to

Murmansk, written by Mr Evans's late lifelong friend Robert Hughes.

If anyone has a copy for sale or disposal, could they contact Mr Evans at Edgemoor, 24, Orchard Rise, Kingston-upon-Thames, Surrey KT2 7EY, telephone 0181 942 6917.

HMS Vernon mine: Last year Peter Purkiss bought a small wooden replica of a mine at the auction in aid of KGFS. On the base of the mine is the legend 'Wardroom, HMS Vernon' 23rd June 1966. Does anyone know the history of this object? If so, please contact Peter at 57, Longford Crescent, Bradway, Sheffield S17 4LJ, telephone 0114 236 7165.

Tom Cheshire: Bryan Maher is trying to trace a Naval friend from his service days. Tom Cheshire was stationed at HMS Fulmer/RAF Lossiemouth in 1974 - would he or anyone with knowledge of his whereabouts contact Bryan, who served in the RAF at 30, Stationhead Rd, Lochelly, Fife KY5 9EG, telephone 01592 782071.

Arthur (Tim) Riley: Ted Collier, of the HMS Peacock Association, is looking for the family of LS Arthur (Tim) Riley, who was killed at the age of 28 in a swimming accident in Malta in 1948 whilst serving in HMS Peacock. He also served on board HMS Barham. Contact Ted at 8, Aston Lane, Remenham Hill, Henley on Thames, Oxon RG9 3EL, telephone 01491 574241.

Trincomalee - HMS Shah (7): Confirmation sought, for squadron history, of name and other relevant information, of the East Indies Fleet escort carrier that sailed with task force out of Trincomalee in late March (?) 1945. A few hours out she was crippled by complete mechanical failure and had to be towed back by escorting cruiser HMS 7, whose Marine Band played *Wings Over the Navy* as she re-entered Trincomalee Harbour. The carrier had six photo recon Hellcats of 888 Squadron on board in addition to its own fighter squadron, no 7? If you recall anything at all, please contact M. Smith at 28, Ashwood Drive, Humberston, Grimsby DN36 4TX, tel 01472 816440.

Sinking of HMS Itchen: On September 23, 1943, HMS Itchen, after rescuing survivors from HMCS St Croix and HMS Polyanthus, was herself sunk and only three survivors from all three ships were rescued. Mr E. Rumpf is researching the incident, and would like to know if anyone can tell him the names of the survivors, or shed any more light on the incident. Mr Rumpf lives at 244, Lapwing Drive, Bricktown, New Jersey 08723-6808 USA.

Sydney street evangelist: Does anyone have any recollections of Sydney street evangelist Frank Jenner between 1943-1960, who accosted sailors with his famous question 'If you were to die tonight where would you go?' Anyone who can help is asked to write to Raymond Wilson at 30, Wisdom St, Connells Point, 2221 NSW, Australia.

All change at dockyard

DAYTIME TV's interior design show *Change That* is coming to the historic dockyard in Portsmouth Naval Base very soon.

If anyone has any tatty furniture that needs a free design makeover, call Dan or Nick on 0171 462 9900 (office hours) or 0990 200 502 (24 hours) and leave a message.

Calling Old Shipmates

HMS Unicorn Association is seeking Sherstone, Luckie, Steanton, Slater, Wilson, Hughes, Todd, Forsyth, Stewart, Nelson, Palermorn, Williams, Hare, Baker, Jones, RM Wright, Keagan, Bell for Charlie Head and Snelgrove, Maskrey, Brunswick, Brothers, Abbott, Hammond for Les Wilkinson, telephone 01442 255821.

HMS Ceylon Association would like to hear from Argyll and Sutherland Highlanders, trooped in HMS Ceylon to Pusan, Korea. Please contact David Palmer at 33, Mayhall Rd, Copnor, Portsmouth PO3 5AU, tel 01705 663527.

HMS Hardy 1969-71: Mr J. Sheldon is looking for shipmates of the 1969-71 commission. Please ring 01705 343612.

HMS Gannet 1957-59 (RNAS Eglington): Jim Stroud has now located Jimmy Stewart and would like to locate any of the following: Billy Herridge, George Hogan, Charlie Hogan, Barney Curran, Snirsh Clarke, Figgly Duff and Dougy Kayes, all 719 Squadron. Contact Jim at 26, Heol Dewi, St Davids, Dyfed SA62 6NY, tel 01437 720873.

Geoff White: Dave Jones would like to make contact with Geoff, a school-mate of his who joined up with him at HMS Ganges in 1962. They both went to school in Berkhamstead. Contact Dave at 17, Lansdown Gardens, Chilterton, Isle of Wight PO30 3HU.

Officers' Cooks at Guzz: Where is the 'A-Team' nearly 50 years on - they occupied a prefab as a mess right next to the coal dump in Devonport Barracks. Wally Duddington, Lofty Buft, Johnny Bland, Brum Gould, Pete Street, Taff Strong, Jan Short and Jack Kerr - where are you? If anyone would like a get-together for a bit of lamp-swinging, contact George Murray at 84, Green Rd, Stubbington, Fareham PO14 2HB, or telephone 01329 663632.

John Hains: Were you one of the many senior rates entertained at his home by John and Marjorie in Sydney? Taff Beck was one, and he says John is not in the best of health these days, and would be much cheered to hear from some of his former visitors. John, now nearly 85, and his late wife Marjorie entertained two senior rates from every British and Commonwealth ship to visit Sydney since the war. John, now remarried, can be contacted through Taff Beck on 0161 761 6584 - make his day!

HMS Spurwing 1942-44: Ken 'Guns' Higham is in touch with Ginger Newton and Taff Joe Johns, who served in HMS Spurwing in Sierra Leone from 1942-44 - are there any others still out there who served with Lt Cdr Chris Draper, known as the Mad Major as a result of a spectacular flight under one of the Thames bridges. Guns, who got the nickname from taking out his frustration on the bush-fowl with his 12-bore, lives at 1, Beck Ave, Calverton, Notts NG14 6JG, tel 0115 965 5719.

HMS Shipigan: George (Nobby) Hall, of the Bangor-class fleet minesweeper HMS Shipigan of the 16th Flotilla, is seeking ex-ship's company. George was a stoker between February 1944 and May 1946, and he also did firefighting at Donibristle. His home town was Stockport, but write to him at 6/a Tango Place, Henderson, Auckland, New Zealand.

HMS Whitesand Bay: Geoff Nightingale of the HMS Whitesand Bay Association is still trying to find Basil Moody, Nick Carter and Ken Butcher, or any other shipmates. Contact Geoff at 268, Galleys Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, telephone 01442 263405.

Electrical and Radio Electrical Artificer Apprentices, Series 14: Tom Marshall is hoping to arrange a reunion of those who completed training in December 1955 at HMS Collingwood. Please phone 01705 731792 or write to Tom at 174, Lockways Rd, Southsea, Hants PO4 8LE. Trawlers: Gerald Toghil, an ex-Jaunty,

would like to hear from any ex-trawlermen, particularly from World War II, as he researches RN trawlers (RN built, requisitioned, hired, purchased etc) as a hobby. Contact Gerald at 12, Main Rd, Westonzoylead, Bridgwater TA7 0DZ, tel 01278 691664.

HMS Raleigh stokers' training class Nov 1950 to June 1951: David Bishop is seeking any memorabilia, photos etc, while on parade, in class, or any taken in the mess; all photos returned by registered post - what about a call from old classmates? Phone 01983 811207 or write to Abbey Lodge, Quarr Rd, Binstead, Isle of Wight PO33 4EL.

HMS Woodbridge Haven: David Bishop is still seeking any ex-shipmates of all ranks, branches and commissions - 60 in touch so far. If there is sufficient response a reunion can be held later this year. For details contact David on 01983 811207 or Steve Conroy on 01903 751035.

HMS Belvoir: D. Wray has a photo taken on HMS Belvoir some time in 1943 or 44; three people he can identify as Moor, Russell and Watson - can you remember being in the frame with these three? Contact Mr Wray at 210a, Wellmeadow Rd, Calford SE6 1HS, tel 0181 698 2420.

HMS Bonaventure: Derek Wyatt served on the Bonny, a midge submarine depot ship, from 1943-46, and would like to get in touch with old shipmates to exchange information or photographs. He will be in England next month and would be happy to contact anyone then. Derek lives at 348, Chestnut Hill Court, Apartment no 31, Thousand Oaks, California 91360, USA, telephone 818 991 6644, fax 818 991 8629.

HMS Lightning: Jack Gould would like to contact any survivors of HMS Lightning, especially ex-torpedomen B. Daniels, J. Forby and H. Roy, October 1942 to March 1943. Mr Gould is at 114, Elm Road, Leigh-on-Sea, Essex SS9 1SQ.

HMS Cossack: All boy seamen who joined HMS Cossack in Hong Kong during 1947, among whom were 'Gyro' Bartholomew, 'Ginger' Frampton, 'Ginger' Godfrey, 'Knobby' Hall, Dave Maytum, Bill Showell and 'L.G.' White. Please contact Geoff Lilley, 7, Crowland Close, Ipswich, Suffolk IP2 9BB, tel 01473 682836 to meet up at a reunion in April.

HMS Glasgow 1954-56: Seeking 'Frenchie's Fighting FX Men' of the 1954-56 commission - a welcome awaits you all on the messdecks of the Old Boys' Association. Come on and show your FX trophies. Contact S/M Allan Mercer, 89, Royal Ave, Widnes, Cheshire WA8 8JL.

HMS Crane 1942-61: 'The last of the birds' - three ex-flyers, now strictly waders, from 1957-59 commission, seek any ex-Cranes for lamp-swinging, and a possible reunion. Contact Tony 'Nuttly A' Nuttall on 0115 952 6363.

HM Submarine Ultimatum (P34) 1943-44 in the Med: J. Wade is in contact with nine ex-crew, including skipper Kett, and is hoping there will be another reunion this year with a few more of you in attendance. Contact Mr Wade on 01509 230050.

Aircraft Artificers: Roy 'Pip' Hipkin would like to contact the following to arrange a reunion: Tom Knight, John Smith, Colin Moore, B.J. Clements-Jewery, Mick Woods, B.D. McKee, Jan Hamley, M.F. Leech (Fred), B.L. Chambers (Chas).

Contact Roy at 12, Florence Rd, Walton-on-the-Naze, Essex CO14 8HP, tel 01255 673744.

Ted Cranfield: Ted's wife Marion is hoping to organise a surprise birthday party for him in March, and would like to contact Peter Pearson (HMS Ganges 1953, then living in Woolwich), Peter Evans (HMS Alert 1956-7, now possibly living in Dover) and Ken 'Aggie' Haggard (HMS Londonderry 1961-62, Chiswick). Any information to daughter Emma on 01708 553087.

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Reunions

FEBRUARY

RN and RM Gunners Association reunion dance on February 7 at the Nautical Club, Bishopsgate St, Birmingham B15 1ET, tel 0121 643 7786.

Tamworth Fleet Air Arm Association AGM at 2000hrs on February 24 at the RFA, Victoria Rd, Tamworth, Staffs. Contact Bernard Atkins on 01827 287283.

MARCH

Landing Barges reunion in March has been cancelled through lack of support. For new date see MAY.

RN Communications Association will be holding their AGM at the Nautical Club, Birmingham, on March 7. All RN, ex-RN communicators ranks and ratings welcome. Details from Geoff Ferguson, 4, Mount Pleasant, Back Rd, Calstock, Cornwall PL18 9QL, or Sam MacFarlane on 01634 684817.

North Russia Club reunion is on March 7 at Neath Constitutional Club, South Wales. SAE for enquiries to Mervyn Williams, 87, Olive Rd, Coxford Rd, Southampton SO16 5FT, tel 01703 906402. Phone direct for accommodation: Conway Guest House (01639 642364) or Victoria Guest House (01639 636233).

HMS Duke of York Association will hold a mini-weekend at Babacombe on March 13-15. For details contact Mr R. Draper, Rose Cottage, 103, Orchard Park, Elton, Chester CH2 4NQ, tel 01928 725175.

HMS Glory Association will hold a reunion on March 21. For full details contact Peter Warden at 91, Dinglebury, Olney, Bucks MK46 5EU, tel 01294 711611.

HMS Loch Fada reunion is on March 27-28, more than 100 in touch - if you would like to join them, contact Bob Harris can be contacted at 12, Alandale Rd, Sholing, Southampton SO19 1DG, tel 01703 391848.

Gibraltar Senior Rates 1978-80 reunion at HMS Nelson WO. SR and SNCO's Mess on March 28, 1998. Contact Barry Cockings (01329 835196), Terry Foley (01329 311186) or Dave Wells (01705 819729).

Royal Naval Auxiliary Service (NW Area) reunion and buffet at the RFA, Park Rd East, Birkenhead on March 28. Details from the Mersey Unit, c/o 39, Sycamore Ave, Oak Avenue Estate, Upton, Wirral L49 4QJ.

HMS Undine-Urchin Association in company of Urse-Ulster reunion on March 28 to April 1: four nights half board at Portsmouth Royal Sailors Home Club. Anyone interested contact Stan DeAth, 28, Main St, Swenston, Grantham, Lincs NG33 5RF, tel 01476 860833.

APRIL

Loch Quoch Association reunion will be held at Leamington Spa on April 3-4, open to all Loch-class shipmates. Details from R. Morrison, 12, Carden Ave, Cardenden, Lochelly, Fife KY5 0EA, tel 01592 721707.

HMS Kenya Association will be holding a reunion at Torquay on April 3-6, covering all commissions from 1940-62. Contact W.J. Boardman, 35, Holmleigh Rd, Chidwall, Liverpool L25 2SA, tel 0151 487 0093.

HMS Westcott Club reunion and AGM will be held at the London Welsh Club, Grays Inn Rd, London on April 5. Details from C. Fairweather, Stable Cottage, West Bergholt, Colchester CO6 3JQ, tel 01206 240614.

HMS Crossbow reunion will be in the Burns Suite of the Union Jack Club, Waterloo, London on April 17 at 6.30pm. Dress informal, partners welcome. Enquiries to Barrie Edmonds, 129, Churchgate, Southport, Merseyside, tel 01704 214232.

HMS Cossack Association (L03 and D57) will be held in the Burlington Hotel at Eastbourne from April 17-18. Details from Geoff Lilley, 7, Crowland Close, Ipswich, Suffolk IP2 9BB, tel 01473 682836.

HMS Barle reunion will be held on April 18 at the Edgbaston Palace Hotel, Birmingham, tel 0121 452 1577. For full details, contact Sam Pearsall, tel 0121 430 6924 or Ted Hellings, tel 01933 353972.

HMS Ladybird (Sasebo, Japan) 1950-53 reunion is at the Angel Hotel, Leamington Spa on April 18. Further information from Terry Cooper at 28, Hogrove Lane South, Matton Rd, York YO3 9TG, tel 01904 425883.

846 Naval Air Squadron will be holding their 11th annual reunion on April 18 at the Apollo Hotel, Birmingham. For details contact Ted Billingham, 9, Middlegate, Brewood, Staffs ST19 9JF, tel 01902 850517.

Royal Naval Association

SEARCH ON FOR BIG-GUN RELIQS

THE NAVAL Armament Museum at Gosport is appealing to veterans to help locate old gun components which at one time the RN had stored in their hundreds, but which now are very rare.

The museum, which is undergoing major redevelopment as part of Portsmouth's heritage millennium project, is asking veterans if they know of any wartime gunnery artefacts which are not in museum displays.

Principal curator, Peter Russell-Jones, told *Navy News* that apart from the two 15in Naval guns at the entrance to the Imperial War Museum in London, there were almost no large calibre guns surviving, especially 8in and 16in weapons.

"At one time there were 250 15in guns in store, but they've been cut up for scrap," he said. "It seems that this country is quicker than anyone in beating weapons into ploughshares."

Among items salvaged by the museum is what the staff believe to be the only working example in the country of the breech-block of a 15in Mk 1 gun. It was rescued from a scrapyard and restored.

"The trouble is, only wartime sailors trained in gunnery are capable of recognising such items," said ex-Navy veteran William Adnitt (76) who is a voluntary helper at the museum. "Who today would know what the Holman Sleam Projector was - or would recognise it, if one still exists?"

He said the museum was appealing to all ex-Naval personnel, especially those working in dockyards and shipyards, to be on the look-out for large, wartime gunnery artefacts. However heavy and cumbersome, transport arrangements will be made and paid for by the museum.

Any information will be welcomed by Mr Russell-Jones and Mr Adnitt, who may be contacted at the museum at Priddy's Hard (tel. 01705 502490).

PICTURE PUZZLE

PICTURE Puzzle competition winner in our December issue is Mr K. J. R. Clark of Whitchurch, Hants.

He identified the cruiser HMS Southampton and correctly gave her last major task before World War II as taking King George VI and Queen Elizabeth on a visit to Canada in the summer of 1939.

Mr Clark's reply was chosen at random, and he receives our cash prize of £25. For £30 this month, name the aircraft carrier in the picture - and the two navies in which she served.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is March 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our April edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 36

Name

Address

My answer



Branch News

Bletchley

A fund-raising campaign which ended with a gala social, raised £545 for the Children in Need appeal.

The branch works closely with Bletchley Park Trust which runs the historic Enigma code-breaking complex, and encourages shipmates to visit the museum. Tours and refreshments at the RNA Club can be arranged by calling Shipmate Daniels on 01908 377349.

Thurrock

Twenty members of the ship's company of the visiting American destroyer USS Peterson were entertained at the branch's annual social evening and dance.

The young sailors found some difficulty in downing a tot, but the buffet and free beer proved very popular.

Hospitality was returned when members of the branch were invited on board the Peterson at her Tilbury berth. They were presented with a ship's plaque before leaving.

Oldest ex-rating is 103

BILL WRIGHT, who joined the Royal Navy in 1910, was visited by these members of his branch, Bromley, to celebrate his 103rd birthday as the oldest member of the Royal Naval Association.

Bill's shipmates joined the Mayor for the event at Cranbrook Lodge, Penge, where he is a resident.

Bill joined the Navy at the age of 15 and completed his training in HMS Impregnable, Devonport. He served in destroyers during World War I, including HMS Valorous.

He left the Service in 1924, but at the age of 45 was recalled for World War II, again serving in destroyers.

He signed up with the RNA somewhat late in life - just a few months ago, but according to his branch shipmates he's still sprightly and as mentally agile as any of them. He's looking forward to reminiscing with them again when he attends this month's meeting.



Deal & Walmer

The branch organised an 'appreciation dinner' for long-term members who have difficulty in attending the usual meetings.

Among them were founder members, Shipmates Mick Spicer and Jim Pidwell. The after-dinner toast was proposed by Shipmate Rick Ashby, the response coming from Shipmate Spicer on behalf of the guests.

Southend-on-Sea

Over 400 shipmates displaying 47 standards attended the annual Pearl Harbor parade and service organised by the branch.

After a service in St Mary's Church, the salute at the march-past was taken by Capt G. Corcoran USN. With him were the Naval Regional Officer, Comm-

odore Kit Carson, branch chairman Stan Horner and the Mayor.

Besides RNA members, the parade included a US Marine Corps Colour Guard, a detachment from the destroyer USS Peterson visiting London, members of the US Air Force, Sea Cadets of TS Impregnable, and Colchester Sea Cadets band.

City of Glasgow

Members attended a service in Glasgow Cathedral for the dedication of the bell of the Second World War cruiser HMS Glasgow.

The bell was bought from the Ministry of Defence by the ship's last Commanding Officer when the cruiser went to the breakers yard. On his death the bell was bequeathed to the city and will now be on display at the cathedral.

Soon after Christmas, members

of the branch visited Erskine Hospital for the care and convalescence of ex-Service people. They took tea with the patients, and on behalf of the branch Shipmate Frank Halliday presented a £100 cheque towards funds for a planned building extension.

Cheshunt

Shipmates mourn the death of their chairman and vice president, Shipmate Ron Joy, who was also president of No.1 Area.

He was editor of the Area bulletin, and produced a broadsheet for overseas members.

Ron had served in minesweepers and was welfare officer of the Algerines Association and president of the RNA branch in Malta

GC. He was a founder member of Welwyn Garden City branch, and at various times was also a member of Mill Hill & Edgware, Edmonton and Camberwell branches.

The branch annual dinner dance was attended by 110 shipmates, guest of honour being the Rev. Martin Banister, Vicar of Christ Church, Waltham Cross. He was given a special presentation, and his wife a bouquet.

Those present included the branch president, Shipmate Harold Chalkey, and chairman, Shipmate Norman Surridge. The toast to the guests was proposed by Shipmate Vic Everest, the reply coming from Shipmate Sylvia Pugsley.

During the evening, Shipmate James (Spud) Murphy was named Shipmate of the Year.

Liss & District

The branch standard will be dedicated at 1500 on Sunday, May 24 at St Mary's Church. After the service there will be a parade, followed by a social evening at the Royal British Legion Club. Those who plan to attend should contact Shipmate Eric Hartley, 23 Inwood Road, Liss GU33 7LZ. (01730 895470).

No.9 Area

The Area has suffered a double loss with the deaths of its president and secretary, Shipmate Ernie Smith of Boston branch, and its chairman, Shipmate Brian Fordham of Bourne.

Ernie was also a member of the National Standing Orders Committee. Shipmate Bob Johnson is acting as Area secretary until the annual general meeting.

Association honours at funeral of Beryl, MBE

PETER Digney, standard bearer of Portsmouth branch of the RNA, at the funeral at Portchester last month of Beryl Tullett MBE, secretary to three successive Editors of *Navy News*, who has died at 78.

Said present Editor Jim Allaway: "On her own initiative Beryl compiled a unique data base of World War II ship associations and responded

to countless requests for information about reunions and former shipmates - and so brought a great amount of joy to Navy people in all four corners of the world. Even in the last year of her life she was still helping us out on a part time basis."

She is survived by her husband Les, treasurer of Portsmouth branch of the Normandy Veterans Association.



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NAVAL recipients of awards in the Queen's New Year Honours List:
KCB – Vice Admiral John Hugh Dunt
CB – Vice Admiral Michael Peter Grettton, Rear Admiral David John Wood
CBE – Commodore Anthony James Hunter Burbridge, Commodore Richard John Norman Hibbert.
MBE – Lt (Local Major) Kenneth Richard Allison RM, Lt Cdr Nicholas Jeremy Burton, WOMEM(L) Michael Keith Cooke, Lt Cdr Brian Hugh Douglas Cuming, Capt Baden James Curtis RM, WO(OP/S)(MW) Robert Dean, Capt (Acting Major) David Campbell DOW, RM, CPO(C) Ian Thomas Driver, Lt Cdr Nicholas John Hammond, WOMEM(M) David Harris, WOMEM Peter Brindley Hooson, Lt Cdr John Robert Matthews, LWETS Katherine Duncan Nae, Matthews, LWETS Katherine Diana McWilliams, Lt Cdr William Robert Newby-Grant RD, RNR, WO(RS) Stephen

ACTING CHARGE CHIEF ARTIFICER
AUTHORITY was issued by Commodore Naval Drafting in January for the following to be advanced to Acting Charge Chief Artificer:
To ACCMEA: P.G. Simpson (Turbulent).
To ACCMA: D.A. Clifton (Drake CFM).
To ACCM: C.F.M. Portsmouth, S.R. Williams (Cde MFP), A.M. Evans (Intrepid), I. Tibbary (S.S. Bristol), G.S. Adamson (Collingwood), R.C. Bateson (Collingwood), K.E.P. Canning (S.S. Bristol), M.J. Switkalski (Drake CFM), H.S. Whitcher (CFM Portsmouth), G. Davies (Collingwood).
To ACCAEA: G.M. Holland (RNAS Guldrose), S.A. Hancock (810 Sn B Flight).
To ACCCT: C.S. Bush (Brave), M.K.P. Ryan (Beaver), W.P. Chadfield (JSSU Oakley), J.A. Gilbert (JSSU Oakley), T.S. Silvester (JSSU Oakley), A.D. Tunncliffe (JSSU Oakley), M.A. Vennart (JSSU Oakley), I. Holmes (Boxer), M. Gory (JSSU Oakley), E.V. Spiller (DISC), P.M. Dodd (JSSU Oakley).

AUTHORITY was issued by Commodore Naval Drafting in January for the following to be promoted to Chief Petty Officer:

OPERATIONS (SEAMAN GROUP)

To CPO(EW)(O) - C.W. Jeanes (Dryad), M.S. O'Shaughnessy (Dryad), A.J. Paddy (Dryad), I.D. Paine (RN Gibraltar).

To CPO(M) - M.R. Plaster (Dryad), J.H. Cousins (Neilson), D.L. Bradbury (Monmouth), M.G. Cooper (Somerset), T.C. Colloff (Illustrious).

To CPO(R) - R.J. Mullen (Dryad), F.C. Calder (London), D.J.G. Heasman (Marlborough).

To CPO(S) - A.D. Edwards (Edinburgh).

OPERATIONS (COMMUNICATIONS) REGULATING AND PT

To CPORS - M.E. Tarback (Brave).

To CPOWRS(U) - J.J. Hanna (Gollingwood), K.A.J. Smith (Fleet Comm Pym).

To MAA - S.J. Fletcher (Northumberland).

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(Nelly Furtado)

Capt J. W. A. Clayden, to serve in the rank of Commodore and to be Commodore, HMS Sultan. March 18.

Capt J. C. Rapp, to be CO HMS Cornwall and Captain F2. May 23.

A/Capt C. A. Snow, CO HMS Coventry. May 24.

Cdr S. M. Turner as CO HMS Vigilant (Port). Nov. 19, 1997.

Lt Cdr M. C. Jones as CO HMS Quorn. Dec. 9, 1997.

Lt Cdr S. J. Kenny as CO HMS Newcastle. May 7.

THE FOLLOWING list shows the total points of ratings at the top of each advancement roster for petty officer and leading rates in January after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "int" rosters are the basic dates of the top eligible personnel.

date) is the number advanced in January.
It should be noted that the November 1997 award of C281 merit points are not applied to the rosters until February 1, 1998.
CCMEAL - 79 (27.6.97). Nil; CCMEALSM - Int (7.10.97). Nil; CCMEALMSM Dry, Nil;
CCMEALSM - Dry, 1; CCWEAADC - Dry, 6; CCWEAWDO - Dry, 5; CCWEAADCSM - Dry, Nil; CCWEAWDOSM - Dry, Nil; CCAEAAL - 227 (1.9.95); 1; CCAEAAL - 150 (1.9.96). Nil; CCAEAALW - 350 (1.9.95). 1;
PO(EW)(O) - 294 (16.11.93). 1; LS(EW) - Int (16.1.96). Nil; P(SM) - 108 (14.3.95). Nil; LS(M) - Int (12.9.95). 1; PO(R) - 421 (6.9.92). Nil; LS(R) - 93 (14.3.95). 3; PO(S) - 130 (14.3.95). Nil; LS(S) - 385 (16.3.93). 1; PO(D) - 559 (9.6.92). 1; LS(D) - 698 (7.6.91). Nil; PO(MW)(O) - Int (10.6.97). 1; LS(MW) - Int (11.3.97). Nil; PO(SR) - 340 (15.6.93). Nil; LS(SR) - 208 (14.6.94). 1; PO(SEA) - 571 (14.1.92). 1.
POCY - 489 (13.10.92). Nil; PORS - 567 (24.9.91). 1; POCO - 183 (11.10.94). Nil; LRO - 323 (10.5.93). 1 (See last paragraph); POPT - 459 (13.10.92). Nil; RPO - 573 (10.3.92). Nil; POMEM(L/GS) - Dry, 2; LMEM(L/GS) - Int (11.11.97). 8; POMEM(M/GS) - 465 (4.11.92). Nil; LMEM(M/GS) - 233 (14.12.93). 3; POWMO(O) - 10

Lt Cdr Graham Redfearn, FONA staff.
Dec. 20.

Lt Roderick Craig Tapp, Jan. 17.

CPO(EW) Philip McGregor, HMS
Illustrous, Dec. 31.

POWEM(R) Richard Ivey, RN Gibraltar.
Jan. 6.

AMEM1 Michael Sines, HMS Cardiff.
Jan. 1.

Mine A. G. Smith, 45 Cdo. Jan. 2.

Mine David W. Vallance, CTCRM. Jan.
10, after collapsing while jogging during training.

Sir Donald Murray KCVO, CMG served in RM Commandos in WWII, including Normandy (wounded), Walcheren and Maas crossing 1945 in which he lost a leg. Joined Foreign Service. Ambassador to Libya 1974-76, Assistant Under Secretary for Asia 1977-80, Ambassador to Sweden 1980-85. Became Kent chairman of SSAFA 1985 and lobbied over war widows pensions. Aged 73.

Prot. Jim Hirst DSC, Wartime service in RNVR included command of ML 557 in Mediterranean (Elba landing 1944), HDML 1246 (Adriatic), ML 480 (mine clearance, Trieste 1945), ML 155 (southern Norway). After war became international authority on plant biology and pathology. Aged 76.

Wandy Swales, served RN National

commissioned into Parachute Regt. IA, afterwards resigning to join RMVR, retired PARA TA, becoming 2IC 4 PARA. Resigned in 1978 to become private in UDR until 1983. In 1978, became a part of staff for Operation Raleigh. In 1987 founded own non-profit-making company Swaletreks (later Treddore Expeditions) to support science, conservation, social projects in Third World. Aged 64.

Desmond Albrow, served as rating in WWII in MTBs and HMS Belfast (Pacific). After war became journalist with *Yorkshire Observer*, *Manchester Guardian* (1951), *Daily Telegraph* (1956), *Sunday Telegraph* (1961), retiring as assistant editor in 1987. Editor of *Catholic Herald* 1966-71. Aged 72.

George Kidd, maintainer in FAA in WWII. Undeclared world lightweight wrestling champion 1950-76. In 1965 voted Grampian TV Personality of Year for his chat show *Wednesday People*. Aged 72.

Beryl Tulleit, For 25 years from early 1970s, Editor's secretary *Navy News*. Dec. 30, aged 78.

Li Cdr John E. S. Wallis, served 1939-73, joining as rating and becoming Boy 1st Class, Victoria, *HMSSs*, *Avoncler*, *Mercy*, *King George V*, *Duke of York*, *Traillgar*, *Mauritius*, *Victorious*, *Sea Eagle*, *Forth*. Founding member and life president of Ganges Association.

F. T. P. (Bertie) Boucher, ex-POTL, served 1932-45. Ships included HMS *Tartar*. Aged 83.

Angus Shaw Darroch, ex-POREG, served 1951-76. Ships included: *Ariel*, *First Castle*. Member of *Regulating Branch Association* (93). Dec. 19, aged 61.

THE TIME OF YOUR LIVES



● *HMS Bulwark – speculation about her future ended, it was reported in February, 1978.*

THE ROYAL Naval Gunnery School at Chatham closed, its task being taken on by the Central Gunnery Training School, HMS Excellent, and HMS Cambridge.

HMS Royal Oak was not, after all, to be raised for scrap, the Admiralty decided. *Navy News* said: "It must be very gratifying to those relatives who objected to the raising to find that the Admiralty had second thoughts."

REDUCTIONS in manpower originally to be carried out by 1976 were being brought forward by three years. Second Sea Lord, Admiral Sir Frank Twiss, said there would be no redundancies "for a couple of years" and many officers and men would not be affected at all. It was expected that 16,000 would be cut from the Navy's strength in five years instead of the expected eight.

Lt Terence Knott RM received the Military Cross in the final list of awards for action in Aden. Lt Knott, of 45 Cdo, was cited for the MC for his bravery during a helicopter-borne assault on enemy firing from caves.

THE RN as part of NATO needed the newly developed cruise missiles to overcome the USSR's overwhelming advantage at sea, said Capt G. R. Villar, writing in the new edition of Jane's Weapon Systems.

Weeks of speculation about the future of the commando carrier HMS Bulwark ended with the announcement that after two years in "preservation by operation" she was due to rejoin the Fleet.

(7.3.95), 11; LWEM(O) - 106 (6.3.95), NI;
 POWM(R)(GS) - 273 (13.9.94), NI;
 LWEM(R)(GS) - 253 (14.12.93), NI;
 POCA(GS) - 621 (21.8.90), NI; LCH(GS) -
 434 (27.9.92), NI; POSTD(GS) - 734
 (23.4.90), NI; LSTD(GS) - 303 (17.6.93), NI;
 POSA(GS) - 396 (8.3.93), NI; LSA(GS) -
 348 (22.10.92), NI; POWTR(GS) - 449
 (14.12.93), 2; LWTR(GS) - 349 (9.7.93), 2;
 POMI - Int (14.11.95), 5; LMA - Int
 (11.7.95), 1;
 POTS(SM)(O) - 646 (19.12.91), NI;
 LS(SYS)(O) - 589 (7.11.91), NI; POTS(SM)
 - 357 (10.6.93), NI; LS(TSYS)(M) - 412
 (19.1.93), NI; PORS(SM) - 590 (12.9.92),
 NI; LRO(SM) - 319 (8.6.93), NI;
 POMEM(L)(SM) - Int (13.12.96), NI; LMEM
 (L)(SM) - Int (29.7.95), 4; POMEM(M)(SM) -
 Int (11.11.97), NI; LMEM(M)(SM) - Int
 (3.7.96), NI; POWM(R)(SM) - 486
 (31.11.92), NI; LWEM(R)(SM) - 821 (25.6.90),
 NI; POSA(SM) - Int (8.10.97), NI; LSA(SM) -
 Int (17.4.96), NI; POWTR(SM) - 220
 (2.7.94), 2; LWTR(SM) - 306 (30.11.93), 2;
 POCA(SM) - Int (9.1.97), NI; LCH(SM) - 845
 (29.7.90), NI; POSTD(SM) - 693 (21.12.90),
 NI; LSTD(SM) - 1415 (16.8.87), NI;
 POA(AH) - 958 (2.5.89), 5; LA(AH) - 506
 (1.1.97), NI; POA(METOC) - Int (27.2.97),
 1; LA(METOC) - Int (2.10.95), 2

POA(PHO) - 911 (6.2.90), NI; POA(SE)
765 (24.10.90), NI; LA(SE) - 160 (7.9.94)
NI; POACM - 431 (25.10.92), 4
POAEM(M) - 259 (21.4.94), 2; LAEM(M)
446 (17.12.92), 1; POAEM(R) - Int (20.3.94)
NI; LAEM(R) - 562 (27.3.92), 2; POAEM(L)
Dry, 2; LAEM(L) - 364 (25.2.93), NI; POAC
Dry, 2
POW(R) - 416 (7.2.93), NI; LW(R) - Dry
NI; POW(RS) - 662 (3.12.91), NI; LW(R)
708 (12.3.91), NI; POW(R) - 637 (1.6.91)
NI; POW - 526 (10.3.92), NI; POWCA
Dry (15.6.95), 1; LWCH - Dry, NI; POWSTE
851 (16.1.90), NI; LWSTD - 525 (26.9.92)
NI; POWS(L) - 1 (1.8.95), NI; LWSA - Int
(5.12.96), NI; POWWTR - 110 (26.3.93), NI
LWWTR - 278 (28.2.94), NI; POWWTR(G)
Int (11.7.97), NI; POW(METOC) - Dry, NI
LW(METOC) - Dry, NI; POWPHOT - 283
(5.10.93), NI; POWAEM(M) - Int (20.3.97)
NI; LWAE(M) - Dry, NI; POWAE(M(R))
Dry, NI; LWAE(M(R) - 657 (14.12.90), NI
POWAEM(L) - Dry, NI; LWAE(L) - Dry, NI
POWETS - 831 (15.11.90), NI; LWETS - 422
(22.9.92), NI
LWTEL - 545 (3.12.91), NI; POWWA
409 (10.0.93), NI; LWWA - 549 (30.0.91)
NI; POWDHYG - Int (14.12.95), NI; POWD
SA - Int (9.6.97), NI; LWDSA - Int (25.7.96)
NI; POEN(G) - Dry, NI; LEN(G) - Dry, NI

POMN - 278 (11.1.94), 1; POMA(Q) - Dry Nil; LMA(Q) - Dry, 1.
 P(A)AWW - Int (17.12.96), Nil
 LOM(A)WW - Int (6.5.97), 3; P(A)AWT - Int (2.10.97), Nil; LOM(A)WT - Int (9.9.97), 4
 P(O)UW - Dry, Nil; LOM(U)W - Int (9.9.97), 4
 P(O)EW - Int (24.7.97), Nil; LOM(E)W - Int (30.7.97), Nil; LOM(U)W - Int (15.7.97), Nil
 LOM(I)W - Int (14.10.97), Nil; P(O)C - Dry Nil; LOM(C) - Int (15.8.97), Nil; P(O)SSM - Int (25.11.98), Nil; LOM(C)SM - Int (1.5.98) Nil; P(O)SM - Int (11.7.98), 1; LOM(T)SM - Int (13.12.98), 2; LOM(C)SM - Int (8.6.99), Nil
 P(W)SM - 255 (1.3.94), 8, LOM(W)SM - 555 (30.1.92), 5
 The basic dates quoted for female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with B11066 Chapter 22:
 POWTEL - 685 (28.4.93), Nil
 The number of B13s issued in the female categories are those advanced from the female shore roster.
 All RO(T)1 and RO(G)1 ratings who have passed for the higher rate who have completed or are yet to complete the cross-trained LROOC have been transferred to the cross-trained LRO advancement roster.

LI Cds (E) Harry Milne, president. Local 101. Joined as boy arizer 1938. Ships: Howey, Ceylon, Magician, Eagle, Redism (Russian), Ceylon, Normandy Landings, Suzet, Korea).
Sir Cofy, president. S. Liverpool. CPO TASH, died 1972-53. Survivor HMS Springbank. Dec. 17, aged 61.
Harry (Polly) Pollard, Newark. Served 1952-77. Ships: Newfoundland, Forth Russell, Modeste, Delight, Rhyl, Upton. Rothesay, Nov. 17, aged 61.
John Woodcock, No.1 Area secretary and founder member, life member, life vice president and former treasurer Uxbridge. Also secretary HMS Vigo Association.
Jim Roaf, Margate. Ex-CERA1. Ships: True Love, Loch Fyne, Diamond.
Roy Sykes, Huddersfield. Ex-L/STO. Ships: Cleopatra, Birmingham. Dec. 30, aged 66.

LCH Forshaw, 2S Stbd Mess, HMS York, BFPO 430 (deploying March), will swap for any Portsmouth Plymouth ship not deploying.

LRO(G) N. Bell, MHO, Plymouth, Richmond Walk, Plymouth (mil. ext. 2130), drafted HMS Edinburgh, March. Will consider any Plymouth draft, deploying or not.

LSTD Short, 3S Mess, HMS Edinburgh, BFPO 277, deploying April. Will consider any Portsmouth ship deploying or not, or Portsmouth area shore establishment.

LCH Bailey, Main Galley, HMS Neptune from Feb. 21. Will swap for shore draft in London, Portsmouth or Plymouth areas.

MEM1 Barrow, 3H Mess, HMS York, BFPO 430 (deploying March), will swap for any ship not deploying.

AL/LOME(N) Naden, 3P Mess, HMS Newcastle, BFPO 343, on WIGGS deployment, will swap for any D3/D5/CVS not deploying (due to resettlement and job interview reasons).

CH1 Williams, 2K1 Mess, HMS Fearless, BFPO 283, will swap for any Portsmouth ship not deploying until after March/April.

OM(UW)1 D. J. Baxter (2050/2031 EDS trained), HMS Sutherland, BFPO 358, deploying Sept. Will swap for any Portsmouth Type 23, although any type 23 considered.

OM(UW)1 G. Milla, Drake CFM, HMNB Devonport ext 67300, drafted HMS Devon Duke, May. Will swap for any Devonport ship.

LCH Tomlinson, 5EP Mess, HMS Invinible, BFPO 308, drafted HMS Drake, April 7. Will swap for any Portsmouth draft.

LCH Malm, Main Galley, HMS

In particular they should normally: be on or due the same type of service – ie sea or shore; have similar time to serve in current draft; be the same rate; and be of similar experience.

A rating on sea service will not be permitted to swap with another on shore service. All applications for swap drafts are to be made on Form C240 to NDD, Centurion Building.

Endurance, BFPO 279 until July 99 (two-man cabin). Will swop for any Portsmouth area draft, preferably not a ship deploying

POWTR Harvey, MOD DFS(CIS) Gosport (moving to Ensleigh, Bath, March (tel. 93816 8012). Will swap for Portsmouth area draft.

MEM Heilner, HMS Marlborough, BFPO 333, will swap for any Devonport Type 22.

deploying or not. Swop must be T23 trained
POMEM(L) Bamlett, c/o WO Wallace
 HMS Sultan ext 2183, drafted HMS
 Somerset, June 16. Will swop for any
 Portsmouth Type 23.

POWEM(R) Davies, HMS Raleigh ex 41373, drafted FOSM, Northwood Ops (PT billet), Aug. 25. Will swap for any Devonport shore base.

OM(AW) Condie, 3HZ Mess, HMS Cumberland, BFPO 261, will swap for any Plymouth shore draft or non-deploying sea draft before Aug.

PO(EW)(O) draft - LS(EW) Pepper (due rate in March), tel. 0410912085 or 01752 607394. Drafted FEWSG, June. Will swop to any Plymouth ship deploying or not and will

POWEM(R) Bradley, 6H Mess, HMS
Invincible, BFPO 308, drafted HMS
Collingwood. Will swap for Northwood.

CH Seaman, Ajax Galley, HMS Raleigh drafted 814 NAS, May. Will swop for an Plymouth ship deployment or not.

LMWTR T. Thomson, UPO, HM3
Excellent, ext 7152, will swap for any Gosport
draft.

A/LOM(AWT) McKeith, HMNB Portsmouth ext 23228/22362, drafted HMS Montrose, April 1. Will swop for an

PO(M) Honeychurch (Type 23 trained)
HMS Marlborough, BFPD 333, will swap to
any Devonport Type 23.

AB(M) Gay, HMS Shetland, BFPO 385 will consider any Portsmouth ship.

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NOTICE ... NOTICE ... NOTICE

The 134th Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 10 March 1998 at 1130. Commanding officers are requested to allow Committee representatives to attend. ALL MEMBERS WELCOME

Ex RN REPRESENTATIVE

Mr M Baker is willing to continue in office. However, applications are invited from all ex-RN/RM members to serve on the Management Committee as the ex-Serving representative. Nominations with proposer and seconder, plus pen picture, to be forwarded to the Administration Manager at the Club before 20 February 1998.



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Gib craft exercise with US 'tiddler'

GIBRALTAR Squadron patrol vessels HM ships Trumpeter and Ranger have been conducting exercises with an unusual visitor to the Mediterranean – the American coastal defence ship USS Sirocco.

Service school's jubilee

PAGEANTRY accompanied the celebrations to mark the 25th anniversary of St Christopher's School, which teaches children of Service families in Gibraltar.

The pageant was performed by pupils of all ages before an audience which included the Commander British Forces, Commodore Sym Taylor.

The school auctioned fruit and cakes brought in by the children to raise £600 for the CoWorkers of Mother Teresa.

Small by the standards of US warships usually seen abroad, the 334-ton Sirocco was in the Med for six months and took the opportunity to visit Gibraltar for training with the Royal Navy.

She conducted officer of the watch manoeuvres, ship handling exercises and boat cross-training with the British vessels. Trumpeter and Ranger also exercised with the Type 42 destroyer HMS Birmingham, in Gibraltar for principal warfare officer training.

The Mount – the building which until last year was home to Gibraltar's most senior military officer – was gifted to the people of Gibraltar during a visit to the Rock by John Spellar, Under Secretary of State for Defence.

Built in 1773, The Mount was the home of Flag Officer Gibraltar, and then of the Commander British Forces. However, the building has been unoccupied since Maj-Gen Sir Simon Pack left the Rock last April.



● HMS Trumpeter (to starboard) and HMS Ranger in exercises with the USS Sirocco off Gibraltar. Picture: Cpl Kev Jones RAF



Going Outside



They've taken the law into their own hands

FORMER submariner John Cassey and ex-Wren Susan Ball took the law into their own hands to build a career for themselves outside the Navy.



● John Cassey and Susan Ball – they've become legal eagles.

For several years John had had an interest in the law, so when he left the Service as a CRS in 1993, he undertook a Bachelor of Laws degree – using distance learning during his first year and attending Wolverhampton University as a full-time student to complete the three-year course.

He worked hard, and it paid off – with a prize for the best student in Company Law as well as a 2:1 result which placed him third out of 120 candidates. And in 1996, at Bournemouth University, he passed the Legal Practice Course with a commendation.

Now he is a trainee solicitor with Gray, Purdie & Co. of Waterlooville, near Portsmouth – where Susan is also working. She left the WRNS as a petty officer after eight years service and enrolled as a night-school student of law at Staffordshire Polytechnic as well as working by day as a personal assistant to the managing director of a manufacturing firm.

Like John, she enrolled full-time for the final two years of the course, gaining her degree in 1992. She joined Gray Purdie to complete her articles before being admitted as a solicitor in 1995 and later obtaining a partnership in the firm.

"I specialise in employment law and civil litigation and thoroughly enjoy my new-found career," she said.

John has also been giving voluntary help to Portsmouth Citizens Advice Bureau with contentious cases that fall outside the Legal Aid system. He has this tip for Service people with a problem:

"Gray Purdie do £5 fixed-fee interviews with Service men and women, and if they mention the Forces Discount Brochure, they receive a ten per cent discount on their final bill."

... and they're not all at sea

WHEN David (Rusty) Steel left the Navy almost five years ago he felt that his future, quite literally, was on the land.

The former submarine coxswain – with 23 years' service under his belt – decided to study rural estate management, and gained a BSc (Hons) in the subject at the Scale-Kayne faculty of Plymouth University.

The four-year course included experience as an assistant land agent with the Defence Estates organisation, helping to look after the Army's Salisbury Plain training area.

He is now looking for a job with a firm of chartered surveyors or a local authority, where he can complete his professional qualification as an Associate of the Royal Institution of Chartered Surveyors.

David Garnett, a former CPOMEA, has become the first student at Warsash Maritime Centre – and possibly in Britain – to pass his National Vocational Qualification Level 4 in merchant vessel engineering.



● David Steel



● David Garnett



● Pat Allerston

He was presented with his certificate by George Angas, the Dean of the centre, near Southampton.

David, who spent 17 years in the RN, now has a sea-going job with Bergesen dy ASA, and has completed two, four-month trips which have taken him to the Gulf, Singapore, Thailand and the Philippines.

Still at sea almost 50 years after joining the Royal Navy, former CERA Pat Allerston is finally about to hang up his steaming bats (or boots to the uninitiated).

Pat (63) retires next month from his job with Flagship Training Ltd, a joint venture by shipbuilders Vosper Thornycroft, GEC Marconi and Procord Ltd to carry out foreign and RN crew training.

Pat recently completed crew training on board the Omani corvettes Al-Amwaj and Al-Mu'zzar, built by Vosper at Southampton.

He started work for the company as a technical author when he left the RN in 1975, his Naval service having included spells with the Australian and Malaysian navies.

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We're still here!



● Memories – HMS Dolphin in the days of submarines. In the foreground is the original part of the base – Dolphin 1 – with the old walls still visible in the curved bastion behind the waterfront wardroom. Three diesel-powered patrol submarines can be seen in Haslar Creek alongside the jetty, at the other end of which, surrounded by yachts, are the grey-roofed offices originally designed for the Upholder class. The white-roofed building at a skew in the middle of the picture is the Submarine School, next to the famous submarine escape training tank. The playing field beyond the submarine school marks the limit of Dolphin 2 – beyond that is the Royal Hospital, Haslar.

Despite the comings and goings, HMS Dolphin is still a busy Naval establishment – and will be until the White Ensign comes down and Dolphin reverts to Fort Blockhouse. **MIKE GRAY** reports.

DON'T fall into the trap that several people have made when they bump into Cdr John Prime, commanding officer of HMS Dolphin.

The gist of the conversation usually follows the "not much to command there now, is there?" line.

They are wrong – HMS Dolphin continues to be a busy Naval establishment, and that is how Cdr Prime believes it will continue until the traditional home of the Submarine Service is decommissioned in the autumn and the site reverts to its historic name, Fort Blockhouse.

"There is still a Dolphin, and there will still be a Dolphin until September 30," said Cdr Prime.

The First Submarine Squadron departed Dolphin on September 30, 1993, and when they left, it left a huge vacuum here.

"But since then we have never been busier – we have 1,200 people here today.

"What we also have here is the submarine escape training tank and the RN Submarine School, which does all the training of submariners after their initial training at HMS Raleigh.

"Also on site we have the Submarine Museum, the Joint Service Adventure Sail Training Centre, the Hornet Sailing Club, the Dolphin Volunteer Cadet Corps and the Sea Cadet Corps offshore sailing organisation, including the TS Royalist.

"We also provide accommodation for the Institute of Naval Medicine at Alverstoke, and overflow accommodation for the Royal Hospital, Haslar.

"The Royal Hospital's business is secondary care, and we are developing into the centre for medical training. It makes sense to be adjacent to each other and maybe in the future the sites to amalgamate, but right now each has its own commanding officer. We work together, but we are not yet a unified establishment."

The Defence Cost Studies 15 analysis, dealing with the centralisation of defence medical training, brought the first of the new lodgers to Dolphin with the establishment of the Army's rapid-deployment 33 Field Hospital – a containerised mobile hospital – which went operational in January last year.

33 Field Hospital can provide 50 beds plus full medical support almost instantly, and has a full capability of 200 beds.

Following them in were the first elements of the Royal Defence Medical College (RDMC), whose

History on loan

AS THE establishment runs down, homes have to be found for much of the heritage gathered over the decades.

All of it is valuable, in financial or sentimental terms, and interested parties have already made bids for some items.

The curator of heritage, Bridget Spiers, said a committee was considering where items will go, effectively loaning them out on behalf of the RN trophy store.

"We've got paintings, etchings, lots of rather nice silverware, and in the church there is a plaque made up of six Delft tiles given by Dutch submarines which served here in the war," she said.

Among the treasures are the Willie paintings in the wardroom dining hall, and the Jolly Roger made for Lt Cdr David Wanklyn VC, the most decorated submariner – the flag was completed just after Wanklyn's HMS Upholder left on patrol in 1942 and never returned.



● If I wasn't a gunner... Dolphin staff fire the guns on the Saluting Battery, the main saluting platform for the Portsmouth area.

commandant – currently a Royal Navy surgeon commodore – will take over joint responsibility, with an RN commander commanding the joint support unit for the Fort Blockhouse site.

"The Submarine Escape Training Tank (SETT) will remain here as a landmark on the Gosport skyline for the foreseeable future," said Cdr Prime.

"The Submarine School will, on current plans, move to HMS Raleigh, in a gradual transfer between 1999 and 2000, with the RDMC taking some of the space vacated by the School.

"There is a requirement for accommodation on the Gosport peninsula so we are in effect a full-scale barracks with 750 spaces for officers and ranks."

The Submarine School is now managed from HMS Raleigh, but the school's training is done at Dolphin, which helps account for the 350 students, from juniors to brigadiers, including foreign visitors, who are attending courses on site at any one time.

One of the priorities of this year will be the orderly transfer of con-

trol from the RN, culminating in the decommissioning ceremony on September 30.

"I'm responsible for decommissioning Dolphin as a unit and the transfer of HMS Dolphin as a site to the Director Medical Training Organisation," said Cdr Prime.

"It's not a case of a steady run-down, last one out turn off the lights, that sort of thing."

"It's like a Hong Kong in miniature – at midnight on September 30 I transfer ownership to the new owner."

"But as it won't be an HMS any more I have to decommission on the day, which makes it slightly more interesting."

Several tasks carried out by Dolphin are being distributed to other establishments.

Some 80 per cent of Dolphin is seafront, and control of the jetties passes to the Queen's Harbour Master on behalf of the Naval Base Commander, Portsmouth.

The future of the historic Saluting Battery is also currently being determined to see how the oldest firing guns in the Royal Navy – the converted artillery pieces date back to the 19th century – can continue to boom out their marks of respect.

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The GANG PLANK Club

CHAT PAD

HI TO ALL MEMBERS and thanks for all your messages.

It was great to meet some of you at the London Boat Show and to listen to some of your jokes, you'll find some of them printed on this page.

One of our members has asked what musical instruments other members play, so why not write in and let us know, there is a prize for the best letter!

All of our members are interested in wildlife and this month we've got a recipe from the Royal Society for the Protection of Birds for a bird cake which should help to keep our feathered friends from going hungry this winter.

If you want to know more about the RSPB, write to them at The Lodge, Sandy, Bedfordshire SG19 2DL.

JOLLY JOKES

THANKS TO EVERYONE FOR YOUR JOKES, KEEP 'EM COMING!

Son: I don't want to go to school, the children keep bullying me and making fun of me.

Mum: You've got to go, you're the head-master!

Rosie Moscrop

Why are goalies so rich? Because they keep saving!

What kind of food do you eat and drink? Toast!

Bradley Waddington

Captain Plank's Joke: Two goldfish were sitting in a tank, one turned to the other and said: "Do you know how to drive this thing?"

HEARTY greetings! Hope you're not too cold, it's pretty chilly on the high seas, even me parrot is wearing his woolly socks.

Hope you get sacksful of Valentines, I'm hoping that Technocat will remember to send me a card.

Don't eat too many pancakes, I like to eat mine with oodles of thick, black treacle and lashings of tar, can't understand why nobody will eat mine!

I get jolly lonely on the wheel at this time of year so keep my spirits up by sending me lots of letters.



MEMBERS YOU CAN WIN A FANTASTIC MODEL OF THE MERLIN HELICOPTER!

Merlin is the new multi-mission helicopter produced for the Royal Navy. You can win one of 3 fantastic Merlin models donated by prime contractors Lockheed Martin ASIC in this simple colouring competition.



use the picture above as a guide.

All you have to do is produce your own colour drawing of a Merlin. You can use the picture above as a guide. Send your completed picture to:

'The Gang Plank Club'

Navy News, HMS Nelson, Portsmouth. PO1 3HH.

Competition closes March 12th 1998.

The senders of the best three entries, in the view of the judges will each receive one of the Super Merlin Models.

Sorry we can't return your pictures.

TOP GREEN TIP

THE FOLLOWING is a recipe for a cake with a difference - a cake for birds!

Food is hard to find in the winter months when the ground is often frozen hard and spring is still over a month away.

You can help by following this simple recipe; then sit back and see how many different breeds you can spot as they rush to try this tasty treat. Don't forget to ask a grown-up to help you.

INGREDIENTS

- Mixed bird seed
- Nuts and dried fruit
- Cheese or cheese rind
- Chopped bacon
- Oats
- Dried cake

Mix two parts of the dry

ingredient with one part melted fat, beef suet is best but vegetable fat or fat from a roast will do.

Fill a container, such as an empty yoghurt pot or half a coconut, and hang it in the garden, or wait until it has set and tip it out onto a bird table.

Where in the World am I?

CAN YOU guess the countries being described? There are no prizes but give yourself a big Plank pat on the back if you get them right!

□ Country 1: Berlin is the capital of this European country, famous for its Bratwurst and Sauerkraut. Famous composers JS Bach and Ludwig Van Beethoven were born here, and the Rhine and the Elbe are well-known rivers. The currency here is the Deutschmark.

□ Country 2: I am now in a country 40 times the size of England, where the capital city is Ottawa and the national languages are English and French. The national flag consists of a red maple leaf on a white background, sided by two red bands.

This country borders on four of the Great Lakes, Ontario, Huron, Erie and Superior, and

you will see buffalo, deer, bears and beavers.

□ Country 3: My destination is a country famous for the Great Pyramids and the Great Sphinx, need I say more?

It is also home to the longest river in the world, the Nile. Eating out is an adventure in itself, if you can read an Arabic menu! Mulikhiya is a type of soup flavoured with garlic and served with rice and Falafel are balls of fried broad beans mixed with herbs. The most festive period is Ramadan, the ninth month in the muslim calendar and the month of the ritual fast. Happy travels!

QUIZ ANSWERS

Country 1: Germany. Country 2: Canada. Country 3: Egypt

TECHNOCAT

TECHNOCAT has been having a cosmic time on the Internet;

he's found the web site for some very exciting information on

space shuttles, space stations and the latest flight to the moon.

If you want to hook up to all the hot news about astronauts and stuff, search under NASA or go to

<http://lunar.arc.nasa.gov/>, where you will find info on Lunar Prospector which has gone off to the moon to look for water. There's even answers to questions like: 'How do astronauts go to the loo?!'

Happy travels!

Happy travels!

Happy travels!

Happy travels!

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Happy travels!

Happy travels!

Happy travels!

Happy travels!

Happy travels!

The GANG



February birthdays

Patrick Fry, Jonathon Rogers, Rosemary Anrupe, Adam Brown, Emma Price, Jonathon Scully, Annabelle Loveday, Matthew Bragg, Edward Goates, Jennifer Fox, Jamie Goddard, Sean Tobin, Aaron Currie, Andrew Waterfield

Competition winners

The winner of the Beauty and the Beast Competition was Patrick Fry. Congratulations, we hope you enjoy the show. The ten runners up who each receive a Beauty and the Beast baseball cap are Claire Spivey, Imogen Napper, LJC Whiteley, A Hickey, Samantha Quinn, Zara Roberts, Carriena Jeffrey, Barnaby Webb, Luke Morton and Ashley Cole.

Do you know... what's happening in Nagano, Japan?

WELL, it's a very important month in the calendar for anyone who's expert at playing sport in the snow, because the Winter Olympic Games are being staged in Nagano, Japan, from February 7 to 22.

Did you know... the Winter Olympic Games will cover 68 events from seven different sports? These include biathlon, bobsleigh, curling, ice hockey, luge, skating and skiing.



Did you know... Skating and skiing are divided up into different sections? These include speed skating, short-track and figure skating, and in skiing, cross country, ski jumping, Nordic combined, alpine, freestyle and snowboarding.

Did you know... There will be four new events which will

be contested for the very first time at this year's Winter Olympic Games?

Curling will be making its debut with two tournaments, one for men and one for women. Women's ice hockey is also featuring for the first time with a tournament that has six nations taking part.

Last, but not least, snowboarding will be making an appearance with competitions for both men and women. Let's hope Britain can bring home a few medals!

Membership Application Form

Please enroll me as a member of Captain Plank's new club. I enclose a postal order/cheque (payable to Navy News) for £3.25.

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Send your completed form, together with postal order/cheque for £3.25, to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH. If you would like any further information before applying, call 01705 826040 or 01705 733558 (24-hour ansaphone)

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That sounds good for a car with manual transmission, but the same performance parameters apply to the new automatic with continuously variable transmission - known by the initials CVT.

Thanks to Viking Rover at West End, Southampton, I was able to experience what a surprisingly lively machine this is, and the



● The Rover 216 GSi - an automatic star.

CAR FACTS

MODEL: Rover 216GSI
PRICE: £16,450 (inc automatic transmission)
ENGINE: 1.6-litre 16-valve petrol injection producing 111bhp
TRANSMISSION: Continuously variable automatic
PERFORMANCE: 0-60mph - 9.8 secs; top speed - 115mph
INSURANCE: Group 7.

degree of sophistication that can be found in what many would consider to be a "small" family car.

The model was the five-door 216 GSi, which sells for £15,500 in a luxurious standard trim which includes leather upholstery, electric sunroof, seven-spoke luxury alloy wheels, and a CD autochanger in the in-car entertainment package.

An alarm and immobiliser help protect the treasures.

Automatic transmission is an extra £950 option, while air conditioning adds another £695, but the results really complete the big car feel.

The beauty of this kind of automatic transmission is that there are no gearchange jerks or lulls in response as can be found with some traditional automatic transmissions. Progression is

seamless, and the engine is always at the right revs for instant response.

When you want to accelerate positively for overtaking you can floor the throttle and away she goes. Driving in traffic is effortless.

But while the engine note is sporty at such times, it is never obtrusive however hard you drive, and in fact you can really appreciate the excellent CD quality.

Fuel economy is good and only marginally higher consumption than for the manual version - official test figures give the average around 36mpg, with 25mpg on the urban cycle, and nearly 50mpg on the extra-urban test.

Safety

This car is a roomy five-seater too, and the leather complements the burr walnut finishings for a real feel of quality and solidity.

Safety has a strong emphasis, with standard features including driver's airbag, side-impact protection beams, high-level brake light to deter rear-end shunts, and the real boon of lap-and-diagonal inertia-reel seatbelts for all three rear seats.

This is a classic example of the big car feel you can enjoy today. And if you don't believe me, try one.



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● Daihatsu Grand Move – space and size in a happy medium.

REMEMBER how my grandfather loved his Morris Minor, not for looks or driving passion, but because in his twilight years he could slide behind the wheel without cricking his ageing neck getting in nor have to haul his weary body up getting out.

Such details seem so often to have passed the stylists by over the years.

A small car, which is all many people want, so often means effort getting in and out. A high car often means a climb, and if the vertical dimension is extended, so are all the others, and the result is something bigger than you need.

The latest generation of multi-purpose vehicles often tends to fall into this category, and how often do you see just one person commuting in a seven-seater which can be heavy on fuel and sits in a car park all day?

But there is a happy medium, thanks to Daihatsu – it's called the Grand Move, and while it is a fraction of the size of the Grand Espace, let alone the Grand Voyager, it's a smart and roomy wagon which takes up no more space in the parking bays than the average hatchback.

And at £11,500 on the road it costs about the same too.

Minimalist

Japanese tax laws tend to make their small cars rather minimalist, but the Grand Move is bigger than that.

It has high seats which you slide on to for excellent all-round visibility, yet more headroom than even Jeremy Clarkson needs to stretch in, plenty of elbow room, and shoulder room, and wide apertures for the four doors and tailgate make access easy and effortless.

It is a full five-seater which when fully occupied has as much luggage space as many estate cars and will certainly take a folded electric

Move on – and move up with this budget people carrier

wheelchair behind the back seats which also fold down to double the capacity.

All the seats also fold flat to create a sleeping layout, and there are concealed stowage areas for versatility and security. Further

CAR FACTS

MODEL: Daihatsu Grand Move
PRICE on road: £11,500

SEATS: Five

ENGINE: 1.6-litre 16-valve petrol injection producing 88bhp

ECONOMY (manual): 28.5mpg urban; 44.8mpg extra urban; 37.2mpg combined

TRANSMISSION: 5-speed manual or four-speed auto option

PERFORMANCE: 0-62mph - 12.3 secs; top speed - 103mph

WARRANTY: Three-year unlimited mileage mechanical; six years against rust-through.

flexibility is provided by standard roof rails.

In appearance and build the Grand Move is clean-lined, functional and neat, the interior is well furnished, and standard luxuries include electric mirror-adjustment and metallic paint.

Safety is no luxury, and it is provided at a high level in this

Daihatsu, with twin airbags, seatbelt pre-tensioners, side-impact bars, and central locking which if engaged is released in the event of an accident, with hazard warning and interior lights activated.

And this car lives up to its name – it can move! The smooth and refined 16-valve, 1.5-litre engine producing 88bhp can accelerate the car from standing to 62mph in 12.3 seconds, with a top speed potential of more than 100mph.

Responsive

In some other "upright" wagons, handling at speed can be disconcerting, but the Grand Move feels taut and stable, responsive to the power steering, and the five-speed gearchange is slick and well-placed, as is the remote release for the fuel filler flap.

A four-speed automatic transmission with power and economy modes is a £1,000 option. This car even has speed-sensitive windscreen wipers, as well as comprehensive instrumentation and a Pioneer audio system with removable security fascia.

If you want more there is a Grand Move+ at £13,500 which adds air conditioning – a £600 option on the Grand Move – and ABS brakes, alloy wheels, heated mirrors and a roof spoiler, as well as electric windows all round.

Glynn Williams

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Marines make league debut

ROYAL MARINES Rugby League officially exists as an association following an inaugural meeting at CTCRM last month.

It is a major step for the sport and puts the Royal Marines on the first rung of the ladder for recognition, and therefore funding.

Much of the early development of the game within the Royal Marines has taken place at RM Condor in Scotland, and the unit clearly demonstrated the Corps' potential in their match against Scottish Students in December.

Fifteen players arrived for a light training session on the morning of the match and were taken through some basic moves by Mne Mush Martin, who organised them into their positions and psyched them up for the game.

The first thing the RMs noticed was that the students were overall much bigger than themselves, but after the kick-off they attacked the students with some devastating running and slick ball handling, and within one minute, Mne Shiner Wright went over the line for a try, with the conversion being slotted away by Martin.

In the 17th minute, the 'old work horse' and experienced league player C/Sgt Grainger (43) went over for a second try.

The students seemed shocked by the fitness and determination of the RMs and further tries from Lt Cunningham, Mne Martin, and Mne Si Board, one being converted, gave a half-time score of 24-0.

At the start of the second half the students launched an all-out assault and, to their credit, pushed the RMs hard for the first ten minutes.

Determined

But the Royals had decided that the students would not score and some determined tackling, much of it deep in their own half, wore the students down, giving RM control of the game again, with Mne Chadwick touching down in the corner. Lt Middleton was then rewarded for an excellent game with a try.

Another try by Mne Roby Robinson at the end sealed an excellent win for the RM 38-0.

ROYAL MARINES rugby league received a further boost when Leeds Rhinos RLFC paid a visit to CTCRM.

The star-studded Super League squad were put through their paces on Lymington's unique facilities and in return, the Rhinos coaching staff organised training sessions for the Royal Marines which were of great benefit.

Commonwealth Cup victory for RNRU

A SUPERB double over teams from 'Down Under' gave the RN Rugby Union team a huge confidence booster and the first inscription on the new Racial-sponsored Commonwealth Cup writes Lt Grassy Meadows.

The fixture against the Royal New Zealand Navy was the first ever in this country and came 127 years after the RN first played New Zealand, when HMS Rosario took on Auckland XV in 1870.

The first giant stride in the Commonwealth Navy Cup triumph was sweeping the Australians away with a 38-3 victory at the Rectory Field Stadium, Devonport.

Five tries, two each from Mne Mick Carlton (45 Cdo) and Cpl Martyn Woolterton (CTCRM) and one for Lt Roger Redwin (HMS Berkeley) with three penalties and two conversions from Cpl Ian Vernor (Stonehouse) completed the scoring.

Powerful

A powerful display by No 8 Bob Armstrong (CTCRM) and good line-out ball from lock Mne Andy Perry (CTCRM) gave the RN backs, like the dangerous LPT Russell Williams (Raleigh) on the right wing, the confidence to slice through the opposition who were restricted to just one penalty goal.

But the whole Navy side can take credit for their performance on a frosty night of fierce competitive action.

With the Kiwis beating the



● Royal Navy scrum half Cpl Paul Livingstone leaves his Aussie counterpart grounded during the RN's 38-3 victory over the RAN at the Rectory, Devonport.

Picture: Guy Channing, Plymouth Evening Herald.

Australians 12-9 (all penalties) the final game in the series saw the RN facing the RNZN (Hakar included) at the USSG Portsmouth.

Although the weather could not have been more different from the Australian game, the power and confidence of the RN side was obvious for all to see, and proved too much for the Kiwis to handle.

The elements did not favour a spectacle of free flowing rugby but the large Portsmouth crowd, huddled together in pouring rain and gale-force winds, were warmed by a try from scrum half Cpl Paul Livingstone (CTCRM) and five penalties from full-back Cpl Ian Vernor against two unconverted tries to secure a 20-10 victory and the Commonwealth Navy Cup.

The competition proved to be a great success, with warm compliments from both touring teams on the way they had been made so welcome.

Cdr Owen Young RNZN said: "It has been excellent and the hosting by all concerned has been first class." The RNRU thanks all those involved in the tour.



● MIDI-SHIPS rugby champions HMS Cornwall welcomed the Barbarians on board for lunch and a tour of the ship before their Combined Services match at USSG Portsmouth.

The team spent three hours on board, visiting every mess deck, and had lunch in the wardroom. Barbarians captain Nigel Redman (right) is pictured with Lt Cdr Colin Bostock (ship's Rugby Manager) and HMS Cornwall's team captain PO Dave Honey.

Twickenham 'too costly' for RAF

FOR THE first time in many years, the RN Rugby Union will play the RAF outside Twickenham. This year's match will be played at the United Services Sports Ground, Burnaby Road, Portsmouth on May 6 with a 1900 kick off.

The reason given for the match not being played at Rugby HQ is that the RAF is no longer able to afford the spiralling costs involved in competing at Twickenham.

The Army and Navy game is not affected by the decision and will continue to be staged at Twickenham, with the next contest scheduled for April 25.

Clive Lamshead, the secretary of Navy rugby, hopes that the new venue for the RAF game will generate new interest and hopes that, with an evening kick off, many people will want to tailgate-party on the ground.

It is hoped that the atmosphere will be similar to that in the West car park at Twickenham on Navy/Army match day.

Details of car parking and match tickets will be announced in Navy News and promulgated through unit physical training officers as soon as they are available.

Athletes make their mark in the Counties

NAVY athletes competed in various County championships just before Christmas.

In Lancashire, Mark Croasdale (CTCRM) continued his racing rehabilitation in tremendous style by striding to victory over a scenic course at Leyland's Worden Park.

After good wins recently in the Dorset Three Peaks and Bournemouth ten miles, Mark returned to his northern roots to reclaim the title he last won in 1993. He won by a huge margin of 44 seconds and said afterwards: "It felt really good today, that was the most comfortable I've ever felt. After illness, I've based my training on scientific principles, with constant lab testing, and it's working out superbly."

In Hampshire, both men and women fielded a full team over a hilly and muddy course at Fawley. There was so much mud that Sally Donnelly was heard to say: "It makes it all worthwhile when you finish looking like a chocolate drop!"

The girls did well over their four-mile course, Vicki-

Cross country

Caldicott Barr (Sultan) leading them home in 28th, Sally Donnelly (Haslar) 36th and Claire McLaughlin 52nd. In the men's race over seven miles, Simon Sheard (CINCLEET) was 35th, followed by Paul Davoile and Joe House.

Celebrations

In Devon, the championships were held over a new but very traditional course at Bicton and Chris Cook (539Cdo Sqn) ran well to finish 14th followed by Bob Chapman (Heron) in 28th who was also first veteran over 50.

Navy athletes had little time to recover from the excesses of the new year celebrations before league action was renewed over a very wet and windy first

weekend of the year. In the Westward League at Bideford, Bob Chapman came 12th, clinching both the Veteran 45 and Veteran 50 age group categories, and Paddy Johnson (CTCRM) was 20th.

In the Hampshire League, bad weather and the post-celebration blues contributed to a poor turnout with only three runners struggling to reach Fawley. Paul Davoile ran well to finish 42nd followed by John Gueran in 90th and Brian Howard in 213th.

Attention now shifts to the Command and Navy championships. The Portsmouth Command championships were taking place at HMS Dryad and the combined Plymouth and Naval Air Command were taking place at HMS Raleigh as Navy News went to press.

The Navy championships return to Dryad on February 4 for the first time in many years and the men's race promises to be a corker with Mark Croasdale probably the favourite, narrowly ahead of Dai Roberts (Individual) and George Roper (NAC). In the team race, the Royal Marines will be hard to beat.

In brief

Collingwood hosts fencing

THE RN knockout fencing championships staged at HMS Collingwood saw a three-man team from DNR emerge victoriously.

Lt Mark Barton, Lt Al Richter and Lt Joe Pugh RM will now go on to represent the Navy in the Interservices.

The next day a full RNAFA team enjoyed a resounding victory over Southampton Institute, and two of the RN squad have notched up domestic wins recently, with LAEM Mark Needham (Seahawk) winning the Cornwall County Sabre Championships and Lt Adrian Olliver (SM2) winning the Devon Epee Championships.

Barbarians in Pompey

THE BARBARIANS face a Combined Services Select at Burnaby Rd, Portsmouth, on January 31 with kick off at 1800.

The team will be touring HMS Victory on January 30 and will spend the morning of the match coaching local youth teams at HMS Collingwood.

Free beer for Royal rowers

BREWERY giants Carlsberg have agreed to sponsor a Royal Marines rowing team from Plymouth.

Carlsberg's name will be emblazoned on the team's shirts and the company has agreed to provide free beer for a regatta on the Plym, but the Royals are still looking for a sponsor who would like their name plastered on the boats themselves.

Anyone who is interested should contact Coxswain Mark Anstis on Plymouth 205297.



● Mne Arron Walton, one of two RN boxers who has won through to the ABA national quarter-finals at RAF Cosford.

ABA national semi finals

TWO RN boxers have won through to the ABA national quarter-finals at RAF Cosford on February 5.

And if cruiserweight Mne Arron Walton (40 Cdo) and middleweight Mne Eric Forster (42 Cdo) win again they will go through to the national semi-finals (South) at HMS Nelson on February 17 where they can be sure of some very vocal support.

Tickets for the semi-finals, at HMS Nelson, priced £8, can be obtained by telephoning HMNB Portsmouth 24484 or direct on 01705 724484.

NAVY IN SAILING'S PREMIERE LEAGUE

ROYAL NAVY yachtsmen competing in Australia's Southern Cross series achieved the best British racing results since Edward Heath's successes with Morning Cloud back in 1979.

Skipper Lt Cdr Mike Broughton and his crew worked flat out to bring the chartered Marek 43 'Quest' up to speed before the nine race series began.

Despite facing 25 of the world's top racing teams amongst the opposition, the RN were highly placed in the preliminary inshore races and they steadily improved as the series went on.

By the seventh race, the crew were on top form and achieved an impressive victory which made national news headlines across Australia.

But the Navy's toughest challenge was to come in the ninth race of the series, the infamous Sydney to Hobart, which took them over 600 miles south through the Bass Strait and some of the roughest water in the world.

The team's start at Sydney was probably the best of the 121-boat flotilla and put them in clean air ahead of such illustrious competition as the Hong Kong owned and professionally crewed Maxi Beau Geste which went on to win the series overall.

A 46-hour storm on route stretched the boat and crew to the limit, and with a \$25,000 deposit riding on the yacht's mast, it was also a severe test of the skipper's nerves!

The crew spent most of the storm on the rails being battered by high seas, and at one point lost all their instruments, including the radio and GPS. By the time the storm abated, 15 boats had dropped out of the race.

Bass Strait

To the team's relief, the weather was calmer in the Bass Strait and Quest made excellent time to round Tasmania's Cape Pillar into Storm Bay among the first ten boats.



● Lt Cdr Mike Broughton and his team take Quest out of Sydney Harbour and (right) the crew spent much of the nine-race series on the rail to balance the lively US-built Marek 43.

Agonisingly, the wind died just 45 minutes from Hobart giving the bigger boats the upper hand, but the team battled on and finished 19th, a fantastic result for a non-professional team amongst the 'premiere league' of international yachtsmen.

After celebrating New Year's Eve with a huge party in Hobart, the team were back in business in the King of Derwent race on January 2 and finished second to the top Australian boat and line honours winner Brindabella.

After the race Lt Cdr Broughton paid tribute to the professionalism and hard work of all his crew.

They were: Lt Matthew Reed (BRNC), CPO Tony Roberts (RNR), Les Hardy (Invincible), Cpl Dominic Mee (RM Poole), Lt Tim Ward (Faslane), C/Sgt Keith Henry (Stonehouse), Lt Tony Rackham (HMS Itchen), Lt Cdr Clive Woodman (Raleigh), Lt Russell Clarke (HMS Penzance), Lt Paul Methuen (London), S/Lt Dickie Eastwood (Cranwell), and PO Bob Day (Yeovilton).



Coup for South African tourists

THE RN CRICKET team won four and lost four on a cricket tour to South Africa – but the wins secured them the main prize.

The team, managed by Lt Cdr David Dalton and led by Lt Cdr Chris Slocombe, was invited to compete in the annual South African National Defence Force Association competition, with other matches tagged on to allow the team to acclimatise.

The three warm-up games did not bode well – the team lost to Western Province Defence XI at Vredenburg, were pipped by the South African Navy XI at Silvermine, and comfortably beaten by Goudini CC at a day-night match.

But when it really counted, the Navy team were in unbeatable form.

Wins against the United Cricket Board of South Africa Development XI, the Orange Free State & Eastern Province, and a stroll against Gauteng C placed the Senior Service on top of the



● Opening batsmen Maj Richard Walker and Lt Paul Snelling

group table and into the final against Gauteng A – the Tuskers.

Again the Navy prevailed, this time in a close match which saw the touring side sneak home by two wickets, watched by Vice Admiral Sir John Dunt, president of the RN Cricket Club.

The tour ended with a game against a SA National Defence Force (SANDF) Select XI, which the home side won by just 20 runs.

Major Richard Walker RM was the leading run-maker with a top score of 96, closely followed by L/Cpl Sean Needham RM, who notched up an 85.

Excellent all-round performances came from Marines Andy Procter and Greg Owen.

Lt Paul Snelling won a batting award in the competition final for his innings of 62, and RS Brendan Regan won a bowling award when he took 6 for 6 in a group match.

In between matches there were plenty of opportunities to see the sights, including the cable car up Table Mountain and a trip to Robben Island.

They also took in the South Africa v the Rest of the World masters match at the Newlands ground.

The tourists were delighted with the hospitality shown by Capt Pierre Hamman and the SANDF – and grateful to the Sailors and Fleet Amenities Fund and the Sports Lottery for their financial support, not forgetting EDS Defence Ltd, who were major sponsors of the tour.



● The RN in bat in their second match of the tour, against the South African Navy at Silvermine

Prison Service lets the Navy get away

IN THEIR first game since their defeat by the Army on December 2 the RN football team travelled to Newbold Ravell to take on the English Prison Service in a friendly fixture.

Heavy rain and a strong wind combined to make playing conditions difficult, particularly for the keepers, and it was mistakes in these areas that decided the game.

The Prison Service started well and went a goal up in 20 minutes before Will Flint equalised with a goal that owed more to a keeping error than the quality of the finish.

Own goals

The second half saw a better performance from the RN and they went ahead in the 50th minute when the opposition keeper punched the ball into his own net directly from a corner.

Jason White in the Navy goal showed extraordinary solidarity with the keepers union when he allowed a feeble shot to trickle over the line for a Prison Service equaliser.

Dave Wilson settled things for the Navy with the only quality goal of the game when he powered in a low shot in the 80th minute.

Peak performance

NINE NAVY climbers traversed the highest mountains in the Alps on a nine-day adventure training expedition from Britannia Royal Naval College Dartmouth.

They followed the 'Classic Haute Route' first walked in 1861, starting at Chamonix, stepping briefly into Italy and descending under the north face of the Matterhorn to Zermatt.

The team, led by CPOMEA Les Yeoman, climbed several peaks on route, including Pigne d'Arolla (3,796m) and Tete Blanche (3,725m).



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Frigates sail far and wide

DEVONPORT-BASED frigates HMS Montrose and HMS Argyll have both left Plymouth for service overseas.

Montrose, commanded by Capt Adrian Nance, is on her way to the South Atlantic where she will spend seven months as Falkland Islands Guardship.

The ship will be calling at Lanzarote and Rio de Janeiro before relieving the Type 22 frigate HMS Brave.

Mediterranean

HMS Argyll, commanded by Cdr David Wolfe, parts company with her Sixth Frigate Squadron sister ship for a three-month deployment in the Mediterranean and Northern Europe.

As part of the Standing Naval Force Mediterranean, HMS Argyll will take part in two major NATO exercises and will be visiting seven ports in six countries.



Boyce to be First Sea Lord

THE PRESENT C-in-C Fleet, Admiral Sir Michael Boyce, will take over as First Sea Lord when Admiral Sir Jock Slater ends his active service in October.

Admiral Boyce (54), became C-in-C Fleet in September last year and as an admiral previously held the appointments of Second Sea Lord, Flag Officer Surface Flotilla and Flag Officer Sea Training.

He joined the Navy in 1961, qualifying as a submariner four years later. His sea-going commands have included HM submarines Oberon, Opossum and Superb, and the Type 22 frigate HMS Brilliant.

Great Scott

THE NAVY'S newest and largest survey ship, HMS Scott, sails from Devonport for her first deployment this month.

Scott is now fully operational after three months of demanding trials off the coast of Florida.

During her Atlantic passage the ship encountered some very rough weather but her size and design enabled her to continue gathering data in conditions which would have forced her predecessors to stop.

Duke refitted

HMS MARLBOROUGH has rejoined the Fleet with greatly enhanced fighting capability after a 13-month overhaul at Devonport.

Upgrades include the new Type 23 command system, modified propulsion and additional navigation and surveillance radar.

Her rededication in Portsmouth was the largest event of its kind for many years. Guests of honour were Lady Pamela and Admiral Sir Jeremy Black, and the ceremony concluded with a flypast by an RAF Nimrod and a Lynx of 815 NAS.



Picture: LA(PHOT) Gary Davies

New crisis in the Gulf

Continued from P1

already in the Gulf.

The carrier has a mix of Sea Harriers and RAF GR7 Harrier bombers, and a number of Sea King helicopters, including four with Fort Victoria.

Capt Burnell-Nugent said his ship was familiar with US carrier operations, having exercised with the US Navy off the east coast of America in the autumn.

"Our top priority now is maintaining standards of flying competence. All aircraft types fly every day, particularly the Harriers which are flying about 24 to 26 sorties a day, both day and night," he said.

"The rest of the day is built around the flying, with replenishments at sea, routine training and so on."

A similar programme was being employed by *Illustrious* as she headed for Gibraltar, where she will be joined by her first escort, HMS Somerset, and RFA Fort George.

There she will take on her complement of six RAF GR7 Harriers – and it will be a testing time for their pilots, as this is the first time that 3 Squadron RAF, normally based in Germany, has embarked in an RN ship.

"They are very professional pilots – we are just adding one more string to their bow," said the Commanding Officer of *Illustrious*, Capt Stephen



Picture: LA(PHOT) Andy Gedge

● **GULF BOUND:** sailors from HMS *Illustrious* line the deck as the carrier sails from Portsmouth. The ship plans to rendezvous with her HMS *Invincible* in March.

Meyer, adding that the pilots had been practising dummy deck landings with the Fleet Air Arm at Yeovilton.

The six FA2 Sea Harriers of 801 Naval Air Squadron, currently going through their paces out of RAF Wittering, are due to join the ship a week after the RAF planes.

Also on board are seven Sea Kings from 820 NAS and three from 849B NAS.

"We are planning to relieve *Invincible* in the Gulf in early March, and the intention is that *Invincible* will come back to the UK. But the situation in the Gulf is very fluid," said Capt Meyer.

"It's important that we can be considered a defence asset rather than just a Naval squadron."

"What we are giving here is total flexibility, operations of any size and shape. The most likely scenario is going to involve our Harriers, and I will be giving priority to our fixed-wing operations."

"This deployment is important militarily as well as politically."

"We have a very potent and different capability to that of the American forces – our combined Harrier squadrons will undoubtedly be an asset the United States will welcome having."

"We have a different combination of aircraft – one of the challenges for any air defence is dealing with aircraft with different weapons, different characteristics, at different heights and so on. It all means a greater degree of difficulty for Iraq in defending against us."

Capt Meyer said he believed the threat to the ship was "very low-key".

"We are there to be able to project military power against Iraq rather than being

on the defensive as to what they can put to us."

"Undoubtedly Iraq has aircraft and some small patrol craft, but it is an extremely small threat. They do not practice against shipping targets."

The Chief of Defence Staff, General Sir Charles Guthrie, paid a visit to *Invincible* last month, meeting personnel from the ship, from 800 Naval Air Squadron and 1 Squadron, RAF.

Armilla patrol ship HMS Coventry has been back on station in the Gulf after the Christmas break – and helped rescue two ill seamen.

The sailors had been overcome by carbon monoxide poisoning on the Cypriot tanker *Ritas*, and Coventry picked up her Mayday signal.

The British frigate sent her Lynx helicopter to pick up the unconscious seamen, who were examined and treated before being transferred to hospital in the United Arab Emirates.

They are reported to be recovering well.

A separate RN task group is also heading for the Gulf on an exercise planned long before the present crisis over weapons inspections in Iraq.

As reported in *Navy News* in October, the group – RFA *Diligence* as the lead ship, with HM ships *Bridport*, *Inverness* and *Sandown* of the Third Mine Countermeasures Squadron (MCM3) will be exercising with Gulf

state navies and conducting a series of port visits.

They will be joined there by survey ship HMS *Herald*, which will act as command ship.

The *Sandown*-class ships of MCM3, based at Faslane, have undergone modifications for work in the warm waters and high temperatures of the Arabian Gulf

and the Gulf of Oman, and are expected to be away for six months.

HMS *Westminster*, the first Type 23 frigate to be deployed on Armilla patrol in the Gulf, returned to Portsmouth after covering 34,750 nautical miles.

As well as supporting United Nations resolutions against Iraq, she took part in many exercises and visited ports as far afield as Singapore and Penang in Malaysia.

"What we are giving is total flexibility, operations of any size and shape"

Capt Stephen Meyer, CO, HMS *Illustrious*



● RFA *Diligence* departs for the Gulf with *Sandown*-class minesweepers HMS *Bridport*, HMS *Inverness* and HMS *Sandown*. Picture: LA(PHOT) Adrian Hughes



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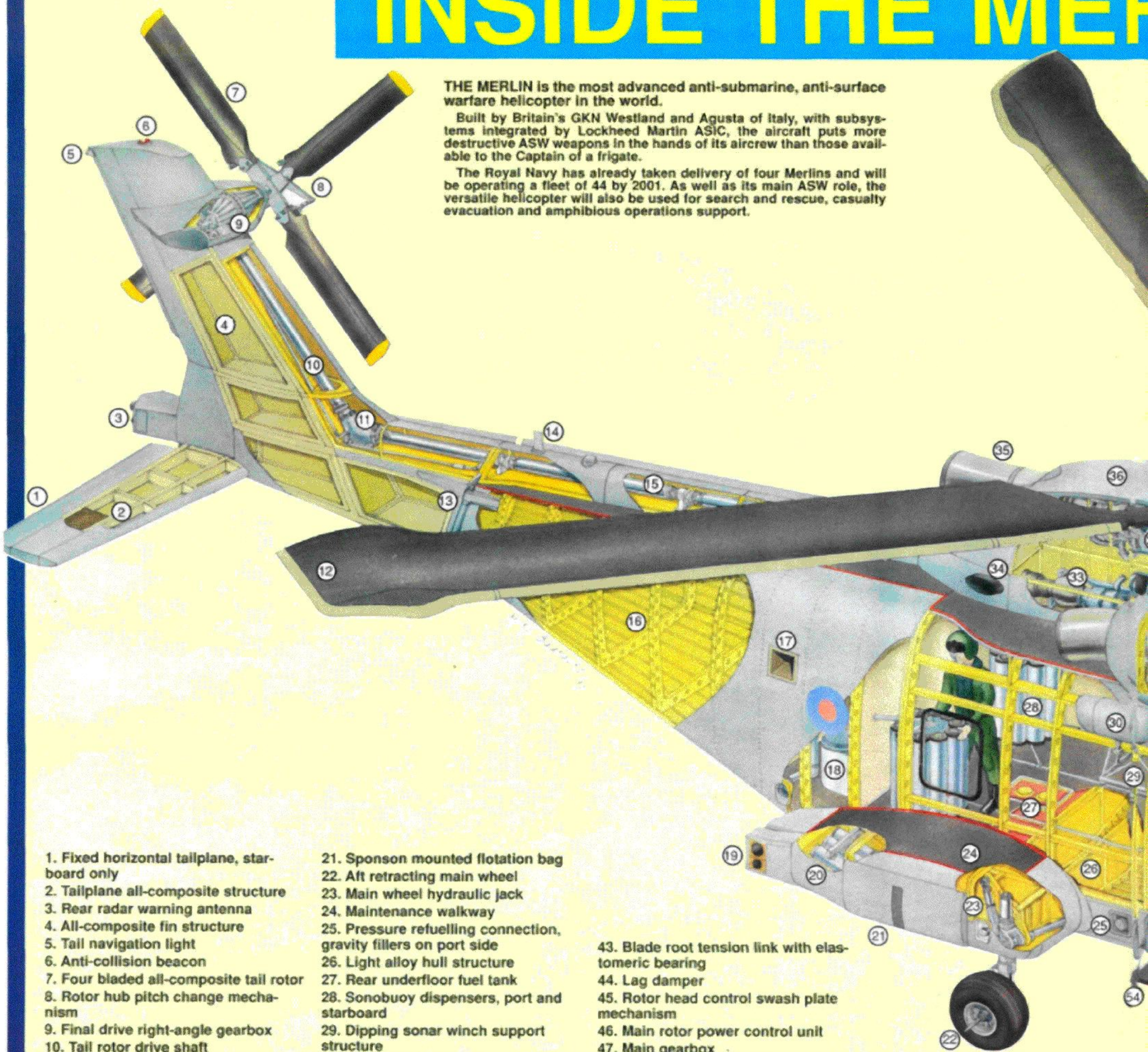


INSIDE THE MERLIN

THE MERLIN is the most advanced anti-submarine, anti-surface warfare helicopter in the world.

Built by Britain's GKN Westland and Agusta of Italy, with subsystems integrated by Lockheed Martin ASIC, the aircraft puts more destructive ASW weapons in the hands of its aircrew than those available to the Captain of a frigate.

The Royal Navy has already taken delivery of four Merlins and will be operating a fleet of 44 by 2001. As well as its main ASW role, the versatile helicopter will also be used for search and rescue, casualty evacuation and amphibious operations support.



1. Fixed horizontal tailplane, starboard only
2. Tailplane all-composite structure
3. Rear radar warning antenna
4. All-composite fin structure
5. Tail navigation light
6. Anti-collision beacon
7. Four bladed all-composite tail rotor
8. Rotor hub pitch change mechanism
9. Final drive right-angle gearbox
10. Tail rotor drive shaft
11. Intermediate gearbox
12. High-speed main rotor swept blade tip
13. Tail assembly hinge joint, whole tail unit folds to starboard for hangar stowage
14. Communications antenna
15. Transmission shaft bearings and flexible couplings
16. Fuselage tailcone, conventional light alloy
17. Environmental control system air vent
18. Crew toilet
19. Starboard radar warning antenna
20. Light stores stowage, flares and smoke markers

21. Sponson mounted flotation bag
22. Aft retracting main wheel
23. Main wheel hydraulic jack
24. Maintenance walkway
25. Pressure refuelling connection, gravity fillers on port side
26. Light alloy hull structure
27. Rear underfloor fuel tank
28. Sonobuoy dispensers, port and starboard
29. Dipping sonar winch support structure
30. Rescue hoist/winch
31. Starboard Rolls-Royce Turbomeca RTM-322 turboshaft engine
32. Auxiliary power unit air intake
33. Auxiliary power unit
34. Auxiliary power unit exhaust
35. Centre engine exhaust
36. Rotor head tail fairing/centre engine housing
37. Centre RTM 322 engine
38. Engine output shaft with flexible coupling
39. Main rotor blade root cuff fairing
40. Five-bladed main rotor
41. Composite main rotor hub
42. Blade root attachment joint, foldable for hangar stowage

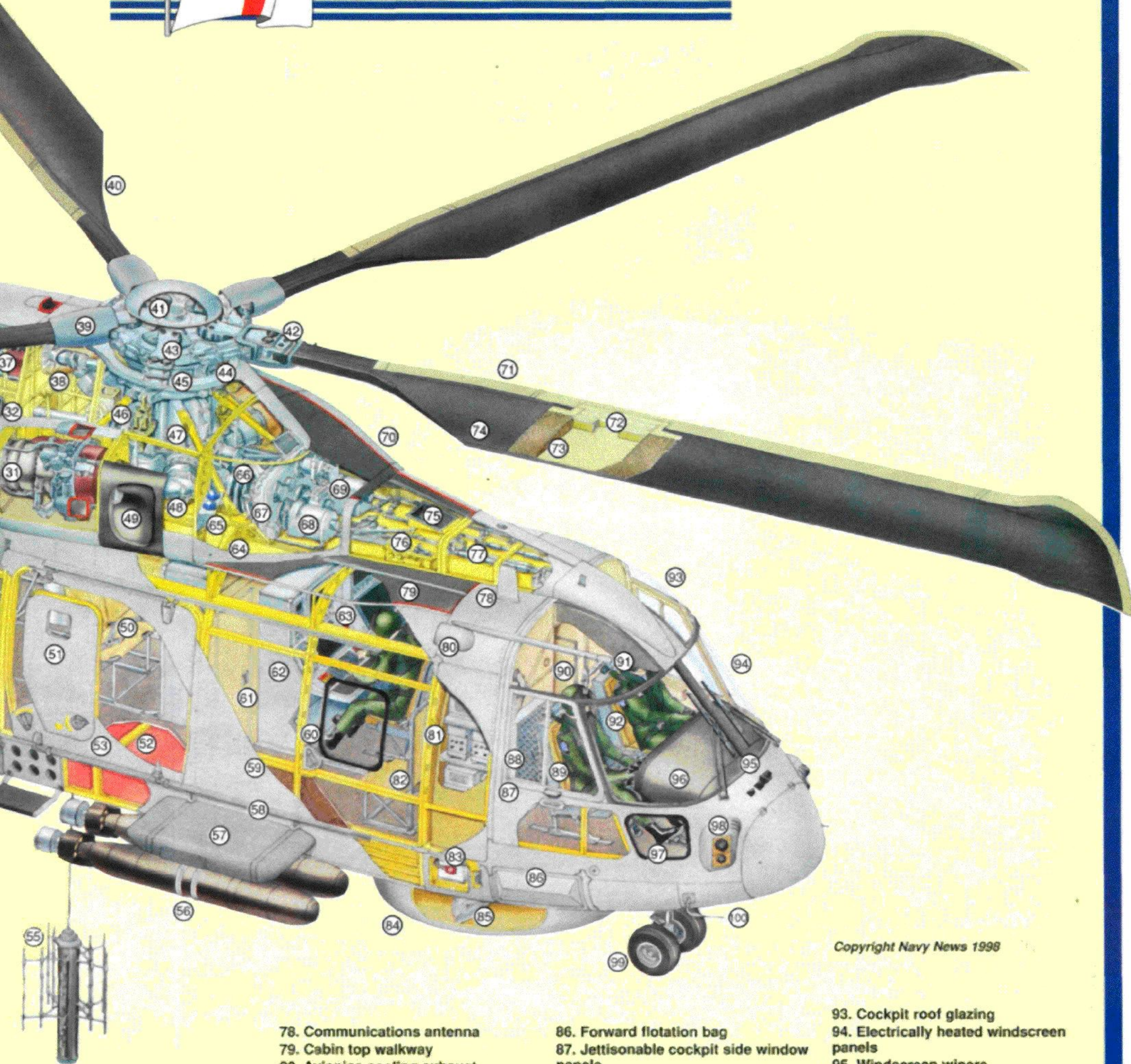
43. Blade root tension link with elastomeric bearing
44. Lag damper
45. Rotor head control swash plate mechanism
46. Main rotor power control unit
47. Main gearbox
48. Gearbox drive input from starboard engine
49. Starboard engine air intake
50. Three-man troop seat
51. Crew escape hatch
52. Forward underfloor fuel tanks
53. Main cabin sliding door
54. Boarding step
55. Dipping sonar unit
56. Sting Ray torpedoes
57. Weapons pallet
58. Sliding cabin door bottom rail
59. Main fuselage skin panels with honeycomb composite core
60. Jettisonable cabin window panel
61. Systems operators compartment doorway
62. Mission avionics rack

63. Display consoles, Acoustic Systems Operator and Observer
64. Main gearbox structure
65. Engine fire bottles
66. Transmission brakes
67. Accessory gearbox
68. Dual hydraulic pumps
69. Generator
70. Composite gearbox fairing with walkway, slides forward for equipment access
71. Main rotor blade leading edge erosion sheath
72. Composite steel/carbon fibre blade spar pockets
73. Honeycomb core trailing edge

ARLIN HELICOPTER



Navy News



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- 74. Glass fibre blade skin panels
- 75. Gearbox compartment venting air intake
- 76. Rotor head control rods
- 77. Artificial feel system actuators
- 78. Communications antenna
- 79. Cabin top walkway
- 80. Avionics cooling exhaust
- 81. Avionics equipment racks, port and starboard
- 82. Single troop seat
- 83. Battery and ground power socket
- 84. Ventral radome
- 85. Search radar scanner

- 86. Forward flotation bag
- 87. Jettisonable cockpit side window panels
- 88. Circuit breaker panel
- 89. First pilot's seat
- 90. Omni-directional low airspeed data sensor
- 91. Overhead control panel
- 92. Second pilot's seat

- 93. Cockpit roof glazing
- 94. Electrically heated windscreen panels
- 95. Windscreen wipers
- 96. Instrument panel shroud
- 97. Downward vision window
- 98. Forward radar warning antenna
- 99. Forward retracting nose undercarriage
- 100. Pitot head, port and starboard